MEETING NOTICE

INTERMODAL COORDINATING COMMITTEE

OCTOBER 6, 2020
9:30 A.M.

VIA ZOOM

PLEASE CONTACT REGINA FIELDS
AT (513) 619-7664
rfields@oki.org
IF YOU HAVE ANY QUESTIONS
ICC MEETING MINUTES
MINUTES OF THE
INTERMODAL COORDINATING COMMITTEE MEETING
SEPTEMBER 8, 2020

COMMITTEE MEMBERS
Mr. John Gardocki, Butler County Regional Transit Authority, Chair
Mr. Jarrod Alig, Dearborn County Planning/Zoning Commission
Mr. Christopher Anderson, City of Forest Park
Mr. Eric Beck, Hamilton County Transportation Improvement District
Mr. Dane Blackburn, Kentucky Transportation Cabinet/D6
Mr. Scott Brown, Ohio Department of Transportation/D8
Mr. Don Burrell, Cincinnati Cycle Club
Mr. Frank Busofsky, TANK
Mr. Taylor Corbett, Clermont County Planning and Development
Mr. Dan Corey, Butler County Transportation Improvement District
Mr. Kevin Costello, Boone County Planning Commission
Mr. Nick Dill, City of Fairfield
Mr. Brian Elliff, Miami Township
Mr. Chris Ertel, City of Cincinnati
Mr. James Foster, City of Trenton
Mr. Tim Franck, West Chester Township
Mr. Rob Franxman, Boone County Engineer/Road Manager
Mr. Eric Hall, City of Florence
Ms. Yajie Hu (representing Mr. Wamsley), Hamilton County Regional Planning Commission
Ms. Mary Huller, SORTA
Mr. Brad Johnson, Hamilton County Department of Environmental Services
Mr. Wade Johnston, Green Umbrella
Mr. Chris Kelly (representing Mr. Anderton), City of Cincinnati Aviation
Mr. Hadil Lababidi, Warren County Regional Planning Commission
Ms. Tonya Higdon, Kentucky Transportation Cabinet/D6
Mr. J. Todd Listerman, Dearborn County Department of Transportation & Engineering
Mr. Todd Long, Hamilton County Engineer’s Office
Ms. Erin Lynn, City of Fairfield
Mr. J. Allen Messer, City of Hamilton
Mr. Jason Millard, City of Lebanon
Ms. Christine Moran, League of Women Voters
Mr. Sam Perry, City of Oxford
Ms. Cheri Rekow, City of Cincinnati
Mr. Chris Schneider, PDS Kenton County
Mr. Steve Sievers, Anderson Township
Mr. Keith Smith, Ohio Department of Transportation/D8
Mr. Scott Tadych, City of Middletown
Mr. Nick Tewes, (representing Mr. Hendrix) Kenton County Fiscal Court
Mr. Neil Tunison (representing Mr. Weber), Warren County Engineer
Mr. Gregory Wilkens, Butler County Engineer
Mr. Bryan Williams, City of Cincinnati

**GUEST**
Ms. Kendell Bales, JMT
Ms. Ashley Combs, City of Middletown
Mr. Joe Conway, City of Cincinnati
Mr. Paul Conway, City of Cincinnati
Mr. Joe Cottrill, Woolpert
Ms. Caroline Duffy, 143 Engineers
Mr. Brian Goubeaux, City of Cincinnati
Mr. Dan Hoying, LJB, Inc.
Ms. Kelley Johnson, Citizen
Ms. Martha Kelly, HNTB
Mr. Daniel Menetrey, Boone County Fiscal Court
Mr. Don Shvegda, CDS Associates
Mr. Craig Walker, Kentucky Transportation Cabinet/D6
Mr. Jeff Wallace, Barge Design Solutions

**STAFF**
Bob Koehler          Brett Porter          Nathan Ziegler          Lorrie Platt          Margaret Minzner
Andy Reser            Dave Shuey             Andy Meyer            Jenn Spreckelmeier         Marilyn Osborne
Regina Fields         Suzanne Parkey         Travis Miller          Liren Zhou            Brandon Rudd
Mark Policinski       Ting Zuo              Gabriella Waesch       Brandon Flessner       Robyn Bancroft
Summer Jones          David Rutter

**CALL TO ORDER**
Mr. John Gardocki, Chair, called the meeting to order at 9:30 a.m. He welcomed everyone to the September ICC meeting. Due to the new meeting format, Mr. Gardocki went over a few things for committee members. He asked when making a motion please use the Q&A feature for 1st and 2nd motions. To please use “raise hand” for each action item to vote on and if you have a question or comment.
APPROVAL OF JUNE 8, 2020 MINUTES
Mr. John Gardocki, Chair, asked if there were any corrections or amendments to the June 8, 2020 minutes. Mr. Frank Busofsky moved to approve the minutes as presented. Mr. Dane Blackburn seconded the motion, motion carried.

JUNE BOARD OF DIRECTORS ACTIONS
Mr. John Gardocki, Chair, asked the members to review the minutes of the June Board of Directors meeting.

CMAQ PERFORMANCE PLAN FOR OHIO, KENTUCKY INDIANA
Mr. Brett Porter, OKI Staff, said the CMAQ Performance Plan is an element of ODOTs, KYTCs, and INDOTs statewide CMAQ Performance reports for the mid-performance period. Congestion Performance Management Measures regulations require State DOTs and MPOs to assess the progress of two (2018 & 2019) and four-year (2018 – 2021) targets.

During the mid-performance period for three areas: annual peak hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle urbanized area travel (Non-SOV), and emissions reductions of Volatile Organic Compounds (VOC), Nitrous Oxide (NOx) and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5) from CMAQ projects.

He went over the baseline and four-year statewide target for peak hours of excessive delay per person, per year for the Cincinnati urbanized area. In years 2018-2019, PHED was below the four-year target of 12 hours of peak hour excessive delay per capita. The two and four-year targets for percent of Non-SOV Travel in the Cincinnati urbanized area. Percent of non-SOV travel was slightly higher than both targets and the baseline in 2018, but in 2019, the percent of those persons traveling by other modes than single-occupancy vehicles remained at the 2017 baseline level.

Mr. Porter said of the two and four-year quantitative on-road mobile source emissions statewide targets for Volatile Organic Compounds (VOC), Nitrous Oxide (NOx) and Particulate Matter having a diameter less than 2.5 micrometers (PM2.5), the data was derived from the FHWA CMAQ Public Access System and encompasses all CMAQ-funded projects within the OKI region with quantitative emissions benefits. An actual two-year statistics provide daily emissions savings for 16 CMAQ-funded projects during 2018 and 2019 in the OKI region.

He provided a chart showing a comparison between NOACA (Cleveland), MORPC (Columbus) and OKI in terms of the number of projects and emission reductions in 2018 and 2019. The most of the emissions savings are due to transit vehicle replacement, hike/bike facilities, or intersection improvements.

Ms. Mary Huller moved to recommend to Executive Committee approval of Resolution 2020-26 Concerning Adoption of the Congestion Mitigation and Air Quality (CMAQ) Performance Plan for the States of Ohio Kentucky and Indiana. Mr. Frank Busofsky seconded the motion, motion carried.
FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM/ADMINISTRATIVE MODIFICATION #3

Mr. Andy Reser, OKI Staff, presented Modification #3 to the FY21-24 TIP that involves 12 projects. He thanked the ICC for considering TIP Administrative Modification #2 around July 30th. He said TIP Administrative Modification #2 was approved via email and allowed a bridge repair project for the Roebling Suspension Bridge to proceed without delay.

Mr. Reser, said TIP Administrative Modification #3 was included in the meeting packet. In Ohio, funding amounts and timing changes are being made for 13 projects and 3 safety projects are being added to the Safety Grouped Project. Two projects changes, PID 112893 is Cincinnati’s Wasson Way, funding is being moved to the remaining OKI funds from Phase 3 to the Phase 4 & 5. PID 103753 is the City of Mason’s SR 741 widening project and have requested additional funds. He mentioned per policy, staff is recommending an additional 10% over the original award amount for STBG & TA funds. In Kentucky, the Modification includes 33 changes to funding and timing plus 17 new grouped projects. Nearly all the changes are due to the new Kentucky Highway Plan. Two projects he noted are; 6-427, Newport requested additional funds for the Carothers Road project and staff is recommending a 10% increase in SNK funds and Project 6-419 is the Kenton County Bromley-Crescent Springs Rd project, Kenton County needed more funds. OKI had already provided additional funds so Kenton County asked the Cabinet who was able to pledge about $1.8 m federal funds for that project. In Indiana, the Modification adds 3 INDOT safety and guardrail projects to the Grouped Project list.

Mr. Sam Perry moved to recommend approval of TIP Administrative Modification #3. Mr. James Foster seconded the motion, motion carried.

FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM/AMENDMENT #2

Mr. Andy Reser, OKI Staff, presented Amendment #2 to the FY21-24 TIP. This amendment involves nine highway projects in Ohio, 11 highway projects in Kentucky and one highway project in Indiana. It also involves the addition of one bus replacement project for Middletown Transit Service and 17 additions, deletions and revisions for TANK. He said as a reminder a TIP Amendment is required when there are, projects additions or deletions, the addition of new phases to existing projects and major cost increases. He highlighted several projects in this Amendment; in Ohio, 4 projects have new TRAC funding for Preliminary Engineering only; the intersection at Red Bank and Colbank in Fairfax, the intersection of Wilmer/Wooster near Lunken airport, as well as extensions to Little Miami Scenic Trail and Wasson Way.

The new Kentucky Highway Plan (also referred to the six-year plan) adopted by the Kentucky legislature earlier this year. Major projects in that Plan that are part of this amendment include: In Boone County; new Utility and Construction funds for widening of Donaldson Road, new Construction funds for widening Mineola Pike and a new project to widen Turfway Road. In Kenton County, the Amendment adds 2 projects to widen KY 536 from Bristow Rd to KY 17.

He said in Dearborn County, the amendment also includes the addition of a slide correction project. Seven projects are subject to air quality conformity requirements and a new regional emissions
analysis has been conducted in conjunction with the 2050 Plan amendment. The new regional analysis demonstrates that OKI’s 2050 Plan and the FY21-24 TIP remain in conformity with State Implementation Plans for air quality. The draft Amendment has been posted to OKI website for comment since August 20th and has been distributed to the Interagency Consultation Group. We also accepted comments on the Amendment as part of the 2050 Plan Public hearing on September 3rd. No comments have been received.

Mr. Wade Johnston moved to recommend to Executive Committee approval of Resolution 2020-27 Concerning Amendment #2 of the FY2021-2024 Transportation Improvement Program (TIP). Mr. Neil Tunison seconded the motion, motion carried.

**AMENDMENT #1 – OKI 2050 METROPOLITAN TRANSPORTATION PLAN**

Mr. Bob Koehler, OKI Staff, presented the item. The OKI Board of Directors adopted the current Plan in June of this year. Although the Plan has a horizon year of 2050, it is a dynamic document and meant to be amended as needed. The short-range plan is the FY2021—24 TIP and it is amended frequently to respond to the changing schedules, scope and cost of transportation projects. The TIP was originally adopted on April 9 of this year. Mr. Koehler described the relationship between the Plan, TIP and the 3C planning process

Included in this Plan Amendment #1 are: Add KY717 widening from two to four lanes from Donaldson Road to Aero Parkway. This project is requested and funded by KYTC to address current & future traffic demands of development at CVG; Move two projects from the Plan into the TIP: KY 536 from KY 1303 to Williamswood Rd/Calvary Drive and from Williamswood Rd/Calvary Drive to KY 17. Both of these projects are in the Plan, but since KYTC has identified construction funding these projects are advancing into the TIP. The projects address east/west safety and mobility needs in southern Kenton County and build on projects to the west that are either currently under construction and/or funded. Both projects were recommended as part of the KY-536 Corridor study conducted by OKI as part of the 3C planning process. Both projects involve reconstruction and widening from two to four lanes.

OKI conducted the Interagency Consultation process for conformity and public outreach was conducted per the OKI Participation Plan, which included a public hearing this past Thursday 9/3/20 with no comments received.

Mr. Brian Elliff moved to recommend to Executive Committee approval of Resolution 2020-28 Concerning Amendment #1 OKI 2050 Metropolitan Transportation Plan. Mr. J. Allen Messer seconded the motion, motion carried.

**FY20 TRANSPORTATION PLANNING PERFORMANCE AND EXPENDITURE REPORT**

Mr. Bob Koehler, OKI Staff, presented the item. Each year, OKI is required to submit an annual report that includes the progress made for each transportation planning work elements for approval by the OKI Executive Committee. Mr. Koehler stated that it is a compilation of the monthly progress reports prepared by the staff.
Mr. James Foster moved to recommend to Executive Committee approval of Resolution 2020-29 Concerning Acceptance of the FY2020 Transportation Planning Year End Performance and Expenditure Report. Mr. Eric Beck seconded the motion, motion carried.

**COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN**

Mr. Travis Miller, OKI Staff, the Coordinated Public Transit Human Services Transportation Plan is to address U.S.C title 49, Section 5310 which focuses on enhancing mobility of seniors and individuals with disabilities. A unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of seniors and individuals with disabilities; lays out strategies for meeting these needs; and prioritizes services for these target populations. The region’s first plan was adopted in 2007 and updated in 2012 and 2016.

Mr. Miller said the 5310 Oversight Team helped guide OKI staff in getting data assessed and gaps identified with key element goals: **Assessment of transportation needs** for seniors and individuals with disabilities; **Inventory of available services** that identifies areas of redundant service and gaps in service; **Strategies** to address identified gaps in service Coordination efforts to; **eliminate or reduce duplication** in services; and, **Prioritization** of the implementation strategies.

He said beginning in the fall of 2019 and with involvement by the OKI 5310 Oversight Team, OKI engaged seniors, individuals with disabilities, the general public, private and non-profit transportation providers. OKI also engaged human service agencies, passengers and their advocates, and other stakeholders who have an interest in the outcome of this plan to prepare the updated Coordinated Public Transit – Human Services Transportation Plan. This engagement has included online and hardcopy questionnaires, public meetings, and various workshops to discuss needs and gauge the most effective and feasible strategies for addressing them.

Ms. Mary Huller moved to recommend approval of Resolution 2020-30 adopting the Updated Coordinated Public Transit-Human Services Transportation Plan for the OKI Region. Mr. Sam Perry seconded the motion, motion carried.

**OTHER BUSINESS**

Mr. John Gardocki, Chair, mentioned after a five-minute break, the Prioritization Subcommittee would meet virtually.

Mr. Bob Koehler mentioned the recent retirement of Reggie Victor from the City. Many of you may know Mr. Victor had many years of service with the city and was on the OKI staff. For those of you that know Reggie, he is an expert on railroads. Mr. Koehler thanked him for his service as an Air Force reservist. Reggie is also an avid Minnesota Vikings fan. Reggie is a good person and friend. Congratulations on your retirement.

Mr. Wade Johnston asked if the Executive Committee was going to make a statement regarding Black Lives Matter. He thought they might want to address the transportation investment and highway systems in communities of color and low income. He indicated that MORPC and NOACA have already
issued statements. Mr. Bob Koehler, said they have not discussed the issue but said OKI has a very active Environmental Justice Advisory Group as part of the prioritization process for funding transportation projects. Mr. Koehler said that the actions of OKI and the level of involvement by the hard working EJ Advisory group demonstrate a very fair and open process.

NEXT MEETING
The next ICC meeting is scheduled virtually for Tuesday, October 6, 2020 at 9:30 a.m.

ADJOURNMENT
A motion was made by Mr. Wade Johnston and seconded by Mr. Eric Beck to adjourn the meeting at 10:15 a.m., motion carried.

______________________________
Andy Reser
TIP MANAGER

/rmf
09/15/20
President Knochelmann, noting that there was a quorum, called the meeting to order at 10:32 a.m. with the following members 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. Andrew Aiello, TANK  
Mr. Jeffrey Anderson, City of Springdale  
Ms. Ann Becker, West Chester Township  
Mr. Robert Brown, City of Hamilton  
Mr. Tom Arnold, representing Ms. Campbell, Ohio Department Of Transportation, District 8  
Ms. Denise Driehaus, Hamilton Coutny Board of Commissioners  
Ms. Beth Fennell, Newport, Kentucky  
Mr. Daryll Haley, SORTA  
Mr. Ed Humphrey, Clermont County Board of Commissioners  
Mr. Roger Kerlin, Resident Member  
Mr. John Brazina, representing Mr. Landsman, Cincinnati, Ohio  
Mr. David Linnenberg, Green Township  
Ms. Shannon Harkemeyer, representing Ms. Matacic, Butler County Association of Township Trustees & Clerks  
Mr. Larry Maxey, Resident Member  
Mr. Cory Wright, representing Mr. McGee, Union Township  
Mr. Brian Painter, Campbell County Fiscal Court  
Mr. David Painter, Clermont County Board of Commissioners  
Mr. Rick Probst, Dearborn County Board of Commissioners  
Mr. Sharmili Reddy, PDS of Kenton County  
Mr. Karl Schultz, Miami Township  
Mr. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino  
Mr. Geoff Milz, representing Mr. Unger, Colerain Township  
Mr. Charlie Cleves, representing Mr. Voss, Resident Member  
Mr. Terry Summers, representing Mr. Wahlman, INDOT  
Mr. Ryan Cook, representing Mr. Williams, Warren County Regional PC  
Mr. Robert Yeager, Kentucky Transportation Cabinet  
Mr. Talboot Moon, City of Middleton

Kris Knochelmann  
President

Mark R. Policinski  
CEO
Mr. John Breadon, City of Norwood
Mr. Charlie Cleves, City of Bellevue
Ms. Jessica Fette, City of Erlanger
Mr. Rob Franxman, Engineer/Public Works
Ms. Liz Hayden, Hamilton County Planning Commission
Ms. Jude Hehman, City of Fort Mitchell
Mr. Todd Listerman, Dearborn County
Mr. Mike Mains, City of Harrison
Mr. Pete Metz, Cincinnati USA Regional Chamber
Ms. Rosalind Moore, City of Forest Park
Ms. Pamela Mullins, Resident Member
Ms. Stephanie Summerow Dumas, Hamilton County
Mr. Neil Tunison, Warren County Engineer

Mr. Alex Peppers, representing Ms. Katherine Keough-Jurs, Cincinnati City Planning Commission
Mr. Jim Lukas, representing Mr. Wilson, Sharonville, Ohio

Mr. Ed Diller, Taft, Stettinius & Hollister

Mr. Mark Policinski
Ms. Jenn Spreckelmeier
Mr. David Shuey
Ms. Ting Zou
Mr. Brandon Rudd
Mr. Liren Zhou
Ms. Gaby Waesch
Mr. Andy Meyer

Mr. Robert Koehler
Ms. Regina Fields
Ms. Lorrie Platt
Ms. Suzanne Parkey
Mr. Travis Miller
Mr. Nathan Ziegler
Ms. Toni Gleason

Ms. Marilyn Osborne
Ms. Purcy Nance
Mr. Jim Pickering
Ms. Robyn Bancroft
Ms. Summer Jones
Ms. Jessica Ondrovic
Ms. Melissa Jones

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

ITEM #1: ADMINISTRATIVE

A. Approval of June 11, 2020 Board of Directors Meeting Minutes
President Knochelmann called for corrections and/or additions to the June 11, 2020 minutes of the Board of Director’s Meeting. There being none Mr. Ed Humphrey moved that the minutes be approved as mailed. Mr. David Painter seconded the motion; motion carried.

B. Executive Director’s Report

Mr. Mark Policinski began his Executive Director’s report noting how well the partnership between OKI and the jurisdictions during these tough times. No one has dropped the ball and in many cases the region is moving ahead more assuredly. He said, we are Americans and regardless of the obstacles we continue to advance and be better.

Mr. Policinski said, at OKI this summer, not only has the staff continued to do what they have always done in an excellent fashion, but we have also done some new and exciting things. He said, over the summer we developed a new EV charging station app which will help jurisdictions who are interested in EV charging stations. The app is very informative and provides critical information to help jurisdictions make decisions on EV charging station locations.

He stated that OKI also held a very success EV charging workshop which had 100 jurisdictions participate. Mr. Policinski said it was a great workshop that benefitted us all.

Mr. Policinski said we also have drones at OKI and 2 pilots. He stated that we are concentrated on looking at projects and seeing their development over the months. He stated that OKI’s summer drone activity was centered on the Graves Road interchange, Mount Zion interchange and Richwood interchange. He said these drones are going out every month to show the progress of the construction and then sending that footage to the jurisdictions that have an interest in it.

Mr. Policinski mentioned that OKI held a session on Zoom meetings where we sat down with jurisdictions and talked about what is a zoom meeting like? What are the successes? What are some problems? What are some shortcuts? How does it all work? He said that was a very entertaining session and one that gave us a lot of practical insight to how we conduct our business better.

Mr. Policinski stated that our transportation department was very busy over the summer. He said they validated our travel demand model, prioritized $40 million dollars of funding which will be going out to your jurisdictions; we will be talking about that next month. He said they also built a work program, a TIP, completed 2 air quality conformity determinations and incorporated our 5310 plan for disadvantages travelers.

Mr. Policinski mentioned that the Finance department has moved their operations to electronic software which helps our work to be easier and much more exact for how we conduct our financial business.

Mr. Policinski mentioned that for the first time OKI has been the applicant for 2 CRISI grants which are for Freight; these grants center on safety of the movement of goods.
Mr. Policinski stated that over the summer we began to lay the foundation for a connected and autonomous vehicle plan for OKI which we will roll out in 2021.

Mr. Policinski said that OKI developed an app for anyone who is traveling on the Ohio River so that as you travel down the river you will know where restaurants are and the amenities nearby. He said the app will even chart barge traffic near you. This is the only one of its kind in the United States.

Mr. Policinski stated that one of the things we have been concentrating on this summer is the effects of COVID-19 on our regions traffic. He said that under the direction of Dr. Liren Zhou, we use our Travel Demand Model. Mr. Policinski shared images of graphs showing the changes in traffic during this pandemic. He stated that all traffic is down 10% compared to where we were last year. He said that total traffic during rush hour is down 20%. He said car traffic is down 12% and truck traffic is up 14% from pre-pandemic numbers. He said the idea of ecommerce and trucks, and people ordering goods online is shown in the numbers presented from our count stations. Mr. Policinski said, when you consider CVG is becoming the ecommerce hub for the US, it speaks to the developments that occurring in this region and the importance that trucks are going to play in our traffic. He said the numbers are just in Ohio.

Mr. Policinski mentioned that we have a counter on the Daniel Beard Bridge, or the Big Mac Bridge. He said that what we see here is that traffic is down about 8%. He said traffic during rush hour is down 30%. He mentioned that when you look at the average speed at which cars are traveling, you are now traveling 20mph faster, roughly 63mph, in the 7a.m. to 8a.m. peak hour of traffic. He also said when you look at the p.m. peak hour between 4:30 p.m. and 5:30 p.m. cars which used to travel at 45mph are now traveling around 73mph. He stated that what we see here is a pattern that we believe anecdotally is occurring throughout the region. He said that the only place we are seeing congestion is where there is construction, such as on the Kentucky side of the Brent Spence Bridge. Mr. Policinski stated that what we are concluding here is that the grid lock, the traffic jams of rush hour that we have known for decades are gone and these new traffic patterns, the lack of traffic jams will persist as long as these patterns persist.

Mr. Policinski said this leads to two questions: 1. “How long will these statistics persist?” He said this is the great question that everyone is trying to figure out. How many people, who are working remotely will continue to do so on a permanent basis? He asked, is it really that illogical, or impossible, that at the end of this crisis that we will still have 10-15% of people working remotely? He stated that if that happens there is a good chance that the patterns that we are seeing now will persist into the foreseeable future. He said, “And if that’s true, that brings another question to mind, 2. If we have far less traffics on our roads, not talking about the Brent Spence Bridge which is desperately needed, will we need new roads? Or will our better investments be in maintenance, which is 50-60% of the cost of a road, and technology for new design and material for the roads to better accept the technological advancements that are coming to transportation and mobility industry.”
C. 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 contains both May and June financial statements. She reported on the more current June information along with current cash information.

Ms. Nance referred members to page 2 for the current information. As of September 4, OKI had $559,632 in the PNC checking account, $15,738 in the HSA/FSA checking account and $262,268 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 and the LOC was automatically renewed with no fee to OKI.

Ms. Nance stated that page 3 contains the balance sheet as of June 30. She reported that Cash and Investments are down 12% from this time last year. Receivables are up 3% from this time last year due to the timing of routine invoice payments. Ms. Nance reported that at June 30, there were $975,000 in receivables associated with May and June invoices and $15,000 outstanding from April and earlier. She stated that payables are down 46% or $108,000 from this time last year due not having freight conference expenses and other travel related expenses due to the COVID-19 global pandemic.

Ms. Nance stated that Revenue information is located on page 4. She reported that at June 30, OKI was 100% of the way through the budgeted year. Overall, revenues are at 97%, which is on budget. She noted that Federal revenues are ahead of budget due to the timing of FTA 5310 pass through project activities. She also stated that Contributed Services are slightly under budget due to cancellation of the spring RideShare and Clean Air marketing campaigns due to COVID-19; offset by 5310 pass through project activities.

Ms. Nance stated that page 5 contains Expense information. She reported that overall, expenses are at 96%, 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 lower than anticipated leave variance adjustments. Healthcare expenses we budgeted for a 13% increase and experienced a 1% increase. Category 3, Travel, Subsistence and Professional Development, is under budget due to the cancellation of professional development activities and employee and Board travel due to the COVID-19 global pandemic. Category 6, Contributed Services, are slightly under budget due to cancellation of RideShare and Clean Air spring outreach campaigns due to COVID-19 which is off-set by 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 a net increase of approximately $23,000 year to date resulting in a year to date fund balance of $1,499,000; of this balance, $428,000 is committed to active projects.

There being no discussion, Mr. Ed Humphrey moved that the Board of Directors accept and file the Finance Officer’s Report dated September 10, 2020. Mr. Moore seconded the motion; motion carried.

ITEM #2: INTERMODAL COORDINATING COMMITTEE REPORT

Mr. Andy Reser, OKI staff, gave a brief update of the ICC meeting that occurred on Tuesday, September 8th. He said the committee approved TIP Administrative Modification #3 and 5 resolutions were recommended by the ICC for the Executive Committee’s approval. He mentioned that following the OCC meeting the prioritization committee met and discussed the ranking of transportation project applications for OKI federal funding. He stated that the ICC plans on having a final recommendation for the Board at their October meeting.

A. Adoption of OKI CMAQ Performance Plan for the States of Ohio, Kentucky and Indiana

Mr. Brett Porter, OKI staff, said the CMAQ Performance Plan is an element of ODOTs, KYTCs, and INDOTs statewide CMAQ Performance reports for the mid-performance period. Congestion Performance Management Measures regulations require State DOTs and MPOs to assess the progress of two (2018 & 2019) and four-year (2018 – 2021) targets.

During the mid-performance period for three areas: annual peak hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle urbanized area travel (Non-SOV), and emissions reductions of Volatile Organic Compounds (VOC), Nitrous Oxide (NOx) and Particulate Matter having a diameter of less than 2.5 micrometers (PM2.5) from CMAQ projects.

He went over the baseline and four-year statewide target for peak hours of excessive delay per person, per year for the Cincinnati urbanized area. In years 2018-2019, PHED was below the four-year target of 12 hours of peak hour excessive delay per capita. The two and four-year targets for percent of Non-SOV Travel in the Cincinnati urbanized area. Percent of non-SOV travel was slightly higher than both targets and the baseline in 2018, but in 2019, the percent of those persons traveling by other modes than single-occupancy vehicles remained at the 2017 baseline level.

Mr. Porter said of the two and four-year quantitative on-road mobile source emissions statewide targets for Volatile Organic Compounds (VOC), Nitrous Oxide (NOx) and Particulate Matter having a diameter less than 2.5 micrometers (PM2.5), the data was derived from the FHWA CMAQ Public Access System and encompasses all CMAQ-funded projects within the OKI region with
quantitative emissions benefits. An actual two-year statistics provide daily emissions savings for 16 CMAQ-funded projects during 2018 and 2019 in the OKI region.

He provided a chart showing a comparison between NOACA (Cleveland), MORPC (Columbus) and OKI in terms of the number of projects and emission reductions in 2018 and 2019. The most of the emissions savings are due to transit vehicle replacement, hike/bike facilities, or intersection improvements.

Mr. Ed Humphrey moved the Executive Committee approve of Resolution 2020-26 Concerning Adoption of the Congestion Mitigation and Air Quality (CMAQ) Performance Plan for the States of Ohio Kentucky and Indiana. Mr. Andrew Aiello seconded the motion, motion carried.

B. FY21-24 Transportation Improvement Program/Amendment #2

Mr. Andy Reser, OKI Staff, presented Amendment #2 to the FY21-24 TIP. This amendment involves nine highway projects in Ohio, 11 highway projects in Kentucky and one highway project in Indiana. It also involves the addition of one bus replacement project for Middletown Transit Service and 17 additions, deletions and revisions for TANK. He said as a reminder a TIP Amendment is required when there are, projects additions or deletions, the addition of new phases to existing projects and major cost increases. He highlighted several projects in this Amendment; in Ohio, 4 projects have new TRAC funding for Preliminary Engineering only; the intersection at Red Bank and Colbank in Fairfax, the intersection of Wilmer/Wooster near Lunken airport, as well as extensions to Little Miami Scenic Trail and Wasson Way.

The new Kentucky Highway Plan (also referred to the six-year plan) adopted by the Kentucky legislature earlier this year. Major projects in that Plan that are part of this amendment include:

In Boone County; new Utility and Construction funds for widening of Donaldson Road, new Construction funds for widening Mineola Pike and a new project to widen Turfway Road. In Kenton County, the Amendment adds 2 projects to widen KY 536 from Bristow Rd to KY 17. He said in Dearborn County, the amendment also includes the addition of a slide correction project. Seven projects are subject to air quality conformity requirements and a new regional emissions analysis has been conducted in conjunction with the 2050 Plan amendment. The new regional analysis demonstrates that OKI’s 2050 Plan and the FY21-24 TIP remain in conformity with State Implementation Plans for air quality. The draft Amendment has been posted to OKI website for comment since August 20th and has been distributed to the Interagency Consultation Group. We also accepted comments on the Amendment as part of the 2050 Plan Public hearing on September 3rd. No comments have been received.

Mr. Ed Humphrey moved the Executive Committee approve of Resolution 2020-27 Concerning Amendment #2 of the FY2021-2024 Transportation Improvement Program (TIP). Mr. David Painter seconded the motion, motion carried.

C. 2050 Metropolitan Transportation Plan Amendment #1
The item was presented by Mr. Bob Koehler, OKI staff. The OKI Board of Directors adopted the current Plan in June of this year. Although the Plan has a horizon year of 2050, it is a dynamic document and meant to be amended as needed. The short-range plan is the FY2021—24 TIP and it is amended frequently to respond to the changing schedules, scope and cost of transportation projects. The TIP was originally adopted on April 9 of this year. Mr. Koehler described the relationship between the Plan, TIP and the 3C planning process.

Mr. Koehler took a minute, for the benefit of the newer members, to show the relationship between the planning process, the Plan and the TIP. He said projects that add roadway capacity need to be specifically listed in both the Plan and TIP. Mr. Koehler stated that ideally a project is in the Plan first then moves to the TIP and as details of the project are developed and support and funding become available they move to the TIP. He said, sometimes new projects happen quickly and they need to be added to the Plan and TIP simultaneously. That is the case with this amendment. He said that the Plan and TIP are meant to be dynamic. He stated that as needs change, we make adjustments. He mentioned working with 3 states and 118 communities there is constant need to update and maintain our Plans and programs. Mr. Koehler said some MPO’s amend infrequently but our goal at OKI is to keep projects moving and we take great effort to keep your projects eligible for federal funds.

Mr. Koehler stated that included in this Plan Amendment #1 are: Add KY717 widening from two to four lanes from Donaldson Road to Aero Parkway. He said this project was requested and funded by KYTC to address current & future traffic demands of development at CVG; Move two projects from the Plan into the TIP: KY 536 from KY 1303 to Williamswood Rd/Calvary Drive and from Williamswood Rd/Calvary Drive to KY 17. He stated that both of these projects are in the Plan, but since KYTC has identified construction funding these projects are advancing into the TIP. The projects address east/west safety and mobility needs in southern Kenton County and build on projects to the west that are either currently under construction and/or funded. He said both projects were recommended as part of the KY-536 Corridor study conducted by OKI as part of the 3C planning process. He also said both projects involve reconstruction and widening from two to four lanes.

There being no questions, President Knochelmann asked for a motion. Mr. Ed Humphrey moved that the Executive committee approve of Resolution 2020-28 concerning Amendment #1 of the 2050 Metropolitan Transportation Plan. Mr. Gary Moore seconded the motion; motion carried.

D. FY20 Transportation Planning Performance and Expenditure Report

Mr. Bob Koehler, OKI Staff, presented the item. Each year, OKI is required to submit an annual report that includes the progress made for each transportation planning work elements for approval by the OKI Executive Committee. Mr. Koehler stated that it is a compilation of the monthly progress reports prepared by the staff.
Mr. Ed Humphrey moved the Executive Committee approve of Resolution 2020-29 Concerning Acceptance of the FY2020 Transportation Planning Year End Performance and Expenditure Report. Ms. Denise Driehaus seconded the motion, motion carried.

E. The Coordinated Public Transit – Human Services Transportation Plan

Mr. Travis Miller, OKI Staff, the Coordinated Public Transit Human Services Transportation Plan is to address U.S.C title 49, Section 5310 which focuses on enhancing mobility of seniors and individuals with disabilities. A unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of seniors and individuals with disabilities; lays out strategies for meeting these needs; and prioritizes services for these target populations. The region’s first plan was adopted in 2007 and updated in 2012 and 2016.

Mr. Miller said the 5310 Oversight Team helped guide OKI staff in getting data assessed and gaps identified with key element goals: Assessment of transportation needs for seniors and individuals with disabilities; Inventory of available services that identifies areas of redundant service and gaps in service; Strategies to address identified gaps in service Coordination efforts to; eliminate or reduce duplication in services; and, Prioritization of the implementation strategies.

He said beginning in the fall of 2019 and with involvement by the OKI 5310 Oversight Team, OKI engaged seniors, individuals with disabilities, the general public, private and non-profit transportation providers. OKI also engaged human service agencies, passengers and their advocates, and other stakeholders who have an interest in the outcome of this plan to prepare the updated Coordinated Public Transit – Human Services Transportation Plan. This engagement has included online and hardcopy questionnaires, public meetings, and various workshops to discuss needs and gauge the most effective and feasible strategies for addressing them.

Mr. Ed Humphrey moved the Executive Committee approve of Resolution 2020-30 adopting the Updated Coordinated Public Transit-Human Services Transportation Plan for the OKI Region. Mr. David Painter seconded the motion, motion carried.

ITEM #3: AUTHORIZING THE FISCAL YEAR 2021 MARKETING CAMPAIGN FOR THE RIDESHARE PROGRAM

Ms. Summer Jones, OKI Staff, presented the Marketing Campaign for the Rideshare Program. She stated that there are two parts to this resolution. The first part of this resolution is the authority to enter into a contract with a vehicle provider, not to exceed the amount of $96,000 for the vanpool program. The vanpool program is crucial to removing single occupant vehicles from the regions roadways. Rideshare subsidizes a portion of the cost of the van to make vanpooling a cost effective alternative, rather than commuters driving alone. The second part of the resolution gives the CEO/Executive Director authority to enter into an agreement exceeding $300,000. This will allow staff to move forward with the Rideshare programming in a timely and cost effective
manner. The funding for this program is included in OKI’s work program and has been approved by ODOT, KYTC and FHWA.

There being no questions, President Knochelmann asked for a motion. Mr. Rick Probst moved that the Executive committee approve of Resolution 2020-31 concerning Fiscal Year 2021 Marketing Campaign for the RideShare Program. Ms. Denise Driehaus seconded the motion; motion carried.

ITEM #4: PROPOSED AMENDMENT #45 TO OKI’S WATER QUALITY MANAGEMENT PLAN

Mr. David Rutter, OKI staff, presented Amendment #25 to OKI’s Water Quality Management Plan. He stated that this amendment is to update information about onsite sewer treatment systems and areas with centralized sewer service and wastewater treatment facilities in southwest Ohio. OKI completed the original Regional Water Quality Management Plan in 1977 (WQM Plan), as called for by Section 208 of the Clean Water Act. Amendments to the plan are needed periodically to reflect changing circumstances. Amendment #45 has been prepared to update Chapter 4: Management of Onsite Wastewater Treatment Systems, and Chapter 7: Waste Water Facilities Planning.

Mr. Rutter mentioned that some of the plan recommendations identify planning areas for wastewater treatment facilities, referred to as facility planning areas, along with the management agencies designated to be responsible for the facilities, referred to as designated management agencies. He said in recognition of ever changing circumstances, OKI has amended the plan many times over the ensuing years. The update includes current regulations for onsite treatment systems, new sewer service area maps and information such as design capacity, average daily flow, current number of sewer connections and the number anticipated by 2040, management agencies and summaries of planned improvements. This information was gathered from county health departments, the state health department website, and publicly owned sewage treatment works and has been incorporated within updated Chapters 4 & 7.

Mr. Rutter said that Chapter 4 was simplified based on 2015 state legislation that was passed that standardized requirements across the state. Prior to that, each county had a lot of flexibility in how they could develop the rules for their home sewage treatment system, installation and management. We incorporated in to that chapter, the analysis that was done to look at concentrations of home sewage treatments systems that might be contributing to water quality issues, for Butler, Clermont and Hamilton County.; we will be doing Warren County this year.

Mr. Rutter stated that we updated the mapping within Chapter 7 and incorporated in the intergovernmental agreements between various facility planning agencies to reflect what the reality on the ground was.

There being no questions, President Knochelmann asked for a motion. Ms. Denise Driehaus moved that the Executive committee approve of Resolution 2020-32 concerning Amendment #45
to OKI’s Water Quality Management Plan. Mr. David Painter seconded the motion; motion carried.

ITEM#5 OTHER BUSINESS

ITEM#6 ADJOURNMENT

There being no other business, President Knochelmann asked for a motion to adjourn the meeting. Mr. David Painter moved to adjourn the meeting at 11:53 a.m. Mr. Andrew Aiello seconded the motion; motion carried.

_______________________________________
KRIS KNOCHELMANN, PRESIDENT

_______________________________________
MARK R. POLICINSKI, SECRETARY

jes
9/22/2020
TRANSPORTATION PLANNING PROGRESS REPORT
TRANSPORTATION PLANNING PROGRESS REPORT
SEPTEMBER 2020

Short Range Planning (601)
Staff continued to help communities learn more about transportation alternatives and funding available.

Staff presented the TA scores to the Prioritization Committee.

Staff attended the Tri-State Trails Executive Committee.

Staff attended the Walk.Bike.Ohio focus group.

Transportation Improvement Program (602)
During September, staff monitored and updated highway and transit project information included in the OKI FY21-24 TIP. Staff presented a TIP Administrative Modification and TIP Amendment to the Intermodal Coordinating Committee. The TIP Amendment was presented to the OKI Executive Committee for approval. Staff prepared a TIP Administrative Modification for the October ICC.

The ICC Prioritization Subcommittee met in September to review the forty project applications for OKI sub-allocated federal transportation funds. Staff prepared to present the recommendations to the ICC and Board in October.

Surveillance (605.1)
Staff continued to QA/QC the highway network.

Staff finished coding the ODOT and INDOT traffic count locations in the OKI region on the OKI highway network.

Staff began work on the SR-32 certified traffic analysis for ODOT.

Staff perform a traffic growth estimate on Plainfield Road between Galbraith Road and SR-126 for Choice One Engineering.

Staff continued working on the ABM model improvements.

Staff researched Census data in support of the development of a 2020 base year dataset for future OKI planning efforts.

Staff provided assistance to local jurisdictions through the compilation and analysis of Census data.

Staff renewed the ArcGIS Drone2Map license for the period October 1, 2020 – July 30, 2021.

Staff obtained an ArcGIS Image Analyst license for ArcGIS Pro.

Staff continued the 2020 update of street centerline data from county GIS databases.

Staff continued updating one-way street status in the street centerline file.

Staff developed county level obligated project maps for 2020.

Staff developed maps to support OKI’s Title VI plan update.
Staff acquired an agency license for NearMap Vertical and Oblique aerial photography for the Urbanized Area of the region. The NearMap license provides access to current, high-resolution aerial imagery for use in many of OKI’s GIS applications and programs.

Staff continued development of a Commuter Analyst application for reporting commute route performance measures.

Staff continued development of a travel time reliability application.

Staff added a ZIP Code layer to the Job Hubs web app.

**Security & Emergency Response (605.6)**
Staff continued development of a new user management system.

**Long Range Planning: System Management (610.1)**
Transportation Performance Measures: Staff made progress on updating the Performance Measures website. Staff presented the CMAQ mid-period performance targets for action at the September OKI Board meeting. Reports were provided to the state DOT’s.

Transportation Plan: The OKI Executive Committee adopted Amendment #1 to the Plan. The amendment incorporates several KYTC projects recommended in the Cabinet’s new Six Year Plan. The Federal Certification Review of the OKI 3C Planning Process to be held on November 18 and 19.

Coordination and Staff Development: Staff met virtually with members of the Tri-Ed staff to discuss potential future capital projects.


ITS Architecture: Staff is exploring software and training opportunities to update the Plan in-house.

Project development activities for future corridor or special studies: Staff continues to coordinate with TANK, SORTA, BCRTA and other stakeholders to investigate transit improvements in the region. Staff conducted a video conference with staff of the City of Cincinnati, SORTA and ODOT to discuss the Uptown Smart Center on 9/24.

Safety Planning: Staff continued work on developing transit agency regional safety targets.

Project Level Traffic Forecasting: Staff is actively participating in multiple studies assisting local communities and state DOT’s to provide traffic forecasts for planning. Staff is working with ODOT on research of microsimulation modeling techniques of autonomous vehicles and providing forecasts for a project on SR-32 in Clermont County.

Regional Freight Transportation and Economic Development Planning: Strategizing continued on a FY22 OKI Regional Freight Plan including communication with REDI Cincinnati staff and CORBA members. Staff attended TRB’s Fall Urban Freight Transportation Committee Member conference call and served on a special committee to develop the Committee’s annual NCHRP Problem Statement (topic: Understanding Just-In-Time Delivery Impacts and Best Practices to Overcome these Challenges). Staff participated in ORDC’s Rail Grade Crossing Adaptability Study - Final Stakeholder Workshop (9/17). OKI received
notification that both FRA CRISI grant applications have been awarded in full. Staff shared potential truck count locations for data consideration.

Prioritization Process: Staff presented a draft recommended list of STBG and TA projects to the Prioritization Subcommittee of the ICC. The list was recommend for forwarding to the ICC.

Transportation Advanced Materials and Technologies: Conversations with member communities and Electrada regarding OEPA’s VW L2 EVSE applications continued to ensure that each of OKI’s four Ohio counties submit strong applications and receive the maximum funding available to expand our public EV charging infrastructure network. OKI held a virtual meeting with SORTA staff to learn of the transit agency’s E-bus and charging infrastructure vision and plans. A draft MOU and NDA were received from CVG to support OKI’s continued working relationship with CVG to consider possible opportunities for transportation technology initiatives. Staff internal strategizing continued on OKI’s CAV Action Plan including a second meeting of the Technology Committee.

Environmental Consultations: Staff participated in September 10 Thomas More discussion titled What’s a River Worth focusing on the economic value of the Ohio River. On September 21 staff presented to the NKU Environmental Careers class and shared process and results from the 2050 Plan environmental consultations. On September 28 staff attended the NKY Stream Restoration Advisory Committee and provided an update on the mitigation analysis mapping tool currently being developed with the Committee’s input.

Public Transportation Agency Safety Plan: Staff continued working with the public transit agencies to collect their most current plans. All but two have been collected.

**Long Range Planning: Land Use (610.4):**
September 1 staff participated in the Taking Root Board meeting. Staff assisted the Taking Root organization by preparing materials promoting the 2020 minigrant awards and posting to www.takingroot.info.

Staff prepared a Greenspace Gems storymap for Green Umbrella’s website and use as they promoted Great Outdoor week September 19-27 in the region.

Reviewed local planning criteria to consider integration of CAV planning and will make recommendations for including within the 2021 application cycle.

Staff began research and developing an outline for a CAV Community Choices guide for local governments use and reference.

Staff continued the preparation and submittal of an application for regional SolSmart designation. This designation will leverage accomplishments from the Solar Ready program and more recent Community Strategic Energy Planning program and guide the establishment of community solar goals that can be promoted in the region.
Through September, OKI continued to offer assistance to any community in the region pursuing the Ohio EPA VW Level 2 Charging Station grant program - applications are due September 30th. Staff met with Electrada staff and communities expressing interest in their EV charging infrastructure assessments.

**Fiscal Impact Analysis Model (610.5):**
Recruited speakers and built contact list for Oct 27 workshop.

Worked to develop charts to display model results in a visual way.

**Fiscal Impact Analysis Model – Web-Based Maintenance and Startup (611.5):**
No Activity.

**Transportation Services: Participation Plan (625.2):**

**OKI Title VI Plan – September 30, 2020:** Staff reviewed the 625.2 Services component of the FFY 2020 Expenditure & Performance Report to ODOT and the FY 19-FY 20 Title VI Goals & Accomplishments Report to KYTC to update OKI’s Title VI Plan. The updated Plan was submitted to KYTC for review and approval on September 30, 2020.

**OKI Prioritization Subcommittee – September 8, 2020:** Staff participated in the subcommittee meeting at which scores on the Environmental Justice Planning Factor were presented as part of the process to finalize and rank the (39) applications requesting federal funding.

**MetroQuest Webinar – September 23, 2020:** Staff participated in a webinar, “Winning Tactics for Community Engagement in the New Normal,” at which three panelists reported that we must accept the fact that public participation is changing and the work is more difficult because the reach involves larger numbers in our audience. The panelists shared best practices and stressed that our civic engagement work must be meaningful, equitable, and transparent. They also noted that due to the new normal a communications strategy must be developed along with an engagement strategy.

**Community Council Meetings – September 2, 17, and 21, 2020 respectively:** Staff attended the East Walnut Hills Assembly, Madisonville and Northside Community Council Zoom Meetings to monitor ongoing transportation issues. At the East Walnut Hills Assembly meeting, it was reported that the funding for the proposed two-way flow on Taft, East McMillan and a small portion of Woodburn Avenue has been repurposed by the city of Cincinnati but the funding will be returned. It was also reported that the Residential Parking Permit Program on Locust is being reactivated and that due to slow retail in the community’s business districts revenue from the parking lot on Madison Road is down.

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

Ads continued to run on all Cumulus and Radio One Stations and WLWT.

Staff reviewed invoices and contributed services for the month of August.
Commuter Assistance Services (667.1)
Staff continued to process and update applications for the month of September.

Vanpooling
Staff provided van quotes for commuters interested in the vanpooling program.

Marketing
Staff presented the marketing resolution to the OKI Board, which was approved. Staff prepared the new contract for the vehicle provider.

Section 5310 Program (674.3)
No OARC activity.

Staff reviewed final TTEOT stakeholder input on the 2020 Coordinated Plan provided prior to September 4 and presented the final Plan to the OKI ICC September 8 and to the OKI Executive Committee September 10. The Executive Committee approved the Plan and staff prepared and posted the final plan on www.oki.org.

Staff continued to update the vehicle inventories of the OKI Group TAM.

Indiana Exclusive: Dearborn County Transportation Planning (685.1-CPG):
Transportation Performance Measures: Staff made progress on updating the Performance Measures website. Staff presented the CMAQ mid-period performance targets for action at the September OKI Board meeting. Reports were provided to the state DOT’s.

3C Planning Process: Staff continues to coordinate with Dearborn County and INDOT personnel to advance the programming of Dearborn STP, HSIP, CMAQ and TA projects. Staff participated in the following meetings, activities and events: The Indiana MPO Council meeting via teleconference on September 24 and the Indiana MPO Annual Conference on September 29.

Transportation Improvement Program: The September TIP Administrative Modification included three Indiana projects. The September TIP Amendment included one Indiana project. Both the Modification and Amendment were sent to INDOT for inclusion in the STIP. Transportation Plan: The OKI Executive Committee adopted Amendment #1 to the Plan. The amendment incorporates several KYTC projects recommended in the Cabinet’s new Six Year Plan. The Federal Certification Review of the OKI 3C Planning Process will be held on November 18 and 19. No activity this period.

UPWP: Monthly progress reports were prepared for work elements in the UPWP.

TSMO Plan and TIP Corridors – No activity this period.

Safety – No activity this period.

Participation Plan: see item 2 in 685.2 below

Air Quality: Conformity for the Plan amendment was completed.

Development of improved scheduling and cost estimating procedures: No activity.
Coordinated Plan and 5310 Projects: The OKI Executive Committee adopted the updated Coordinated Plan at the September meeting.

ADA and advancement towards connected communities and ladders of opportunity. Technical service to local governments: No activity this period.

FC, HPMS and CMP – No activity this period.

Travel Model and GIS: Staff continues to work on model refinement now that the 2050 Plan is complete. Staff began collecting information of freight model for the next round freight study in OKI region. Staff also completed the base airport model.

Staff provided assistance to local jurisdictions through the compilation and analysis of Census data.

Staff obtained an ArcGIS Image Analyst license for ArcGIS Pro.

Staff continued the 2020 update of street centerline data from county GIS databases.

Staff continued updating one-way street status in the street centerline file.

Staff developed county level obligated project maps for 2020.

Staff developed maps to support OKI’s Title VI plan update.

Staff continued development of a Commuter Analyst application for reporting commute route performance measures.

Staff continued development of a travel time reliability application.

Fiscal Impact Model: No activity

Environmental Consultations: Staff participated in September 10 Thomas More discussion titled What’s a River Worth focusing on the economic value of the Ohio River. On September 21 staff presented to the NKU Environmental Careers class and shared process and results from the 2050 Plan environmental consultations. On September 28 staff attended the NKY Stream Restoration Advisory Committee and provided an update on the mitigation analysis mapping tool currently being developed with the Committee’s input.

Indiana Exclusive: Dearborn Co. (STP 685.2)
Travel Model, Data, GIS & Homeland Security: Staff continues developing and refining the activity-based travel model (ABM).

Participation Plan: Staff remains active in disseminating information about regional transportation projects.

Fiscal Impact Model: No activity

Kentucky Exclusive: Transportation Planning Activities (686.3)
Staff had no activity on the NKY Active Traffic Demand Management Study (6-434).
UAV flight services for the Graves Rd. interchange and I-75 INFRA project in Northern Kentucky continued. Bi-monthly flights will continue during the construction season.

No traffic count activity this period.

Staff prepared proposed EV signage location maps for the Alternative Fuel Corridors in Boone, Campbell & Kenton Counties. These maps will be utilized by KYTC D6 in determining the feasibility of each proposed sign location.

**Unified Planning Work Program (695)**

FY20 Performance and Expenditure Report was approved by resolution at the September Executive Committee meeting.

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

FY2021 Unified Planning Work Program – All transportation planning projects have been authorized to proceed.

**Transportation Program Reporting (697.1)**

No Activity.

**Mobile Source Emissions Planning (720.1)**

Staff presented the CMAQ mid-period performance targets for action at the September OKI Board meeting. Reports were provided to the state DOT’s. The OKI Executive Committee adopted a FY 2021-2024 TIP and 2050 Plan amendment with new air quality conformity determination. The amendment and regional emissions analysis were sent to the Interagency Consultation Group for review. Staff participated in an OEPA meeting on September 15th, regarding Cincinnati ozone attainment status.
FY21-24 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ADMINISTRATIVE MODIFICATION #4
### Ohio

#### Butler County

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<td>109468</td>
<td>O/M</td>
<td>Central Avenue</td>
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<td>Between Verity Parkway and University Boulevard Reconstruction with upgraded pavement, curb, storm sewer and pedestrian lighting. Includes left turn lanes, street calming and bike racks.</td>
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<td>From just west of Colerain interchange with I-74 to I-75 Phase 5b of MCE, split from PID 83723. Interchange and I-75 ramps to I-74 WB</td>
<td>Non-exempt</td>
<td>ODOT</td>
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<td>107295</td>
<td>4916</td>
<td>Little Miami Scenic Trail Beechmont Bridge</td>
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<td>Construction of new WHV including tower piers, approach bridge substructure, large span and approach span superstructures and decks and remaining approach roadway</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>224,000,000</td>
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<table>
<thead>
<tr>
<th>TIP ID</th>
<th>MTP ID</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>AQ conformity</th>
<th>Sponsor</th>
<th>Fund Type</th>
<th>Phase</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td>105175</td>
<td>3660</td>
<td>Mason-Lebanon Bike Connector</td>
<td></td>
<td>Construction of a shared use path</td>
<td>Exempt</td>
<td>Mason</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>496,380</td>
<td>0</td>
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<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>410,140</td>
<td>0</td>
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</table>
### Kentucky

#### Boone County

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>MTP ID</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>AQ conformity</th>
<th>Sponsor</th>
<th>Award/ Let Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-439</td>
<td>5030</td>
<td>Ted Bushelman Boulevard</td>
<td>CVG Airport</td>
<td>Widen to 4 lanes and 2-way left turn lane</td>
<td>Non-exempt</td>
<td></td>
<td>FY21</td>
</tr>
</tbody>
</table>

**OKI-SNK**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Type</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO</td>
<td>2,434,857</td>
<td></td>
<td></td>
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**Local**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Type</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CO</td>
<td>608,714</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
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</tbody>
</table>

- **Add 10% OKI-SNK over original award**
- **Previously $2,166,128 in FY20**
- **Previously $541,532 in FY20**

### Kenton County

#### NP-2 O/M KY 1120 Girl Scout Bridge

**MP 1.0 to MP 1.1**

**Bridge repair**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Type</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td>NH D</td>
<td>Local</td>
<td>40,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State D</td>
<td>Local</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NH CO</td>
<td>Local</td>
<td>143,363</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State CO</td>
<td>Local</td>
<td>35,841</td>
<td></td>
<td></td>
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</tbody>
</table>

**Exempt**

**KYTC**

### Indiana

#### Dearborn County

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>MTP ID</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>AQ conformity</th>
<th>Sponsor</th>
<th>Award/ Let Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001806</td>
<td>O/M</td>
<td>SR 56</td>
<td>From 2 miles S of US 50 to US 50 and one location on SR 101 from US 50 to SR 48</td>
<td>Small Structures and Drains Construction</td>
<td>Exempt</td>
<td></td>
<td>FY25</td>
</tr>
</tbody>
</table>

**Add to existing Grouped Project**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Type</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td>STBG PE</td>
<td>State</td>
<td>280,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State PE</td>
<td>State</td>
<td>70,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Type</th>
<th>FY 21</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>FUTR</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHPP PE</td>
<td>State</td>
<td>180,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State PE</td>
<td>State</td>
<td>45,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### O/M - Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See OKI 2050 MTP, http://2050.oki.org.

---

John Gardocki, ICC Chair

October 6, 2020
RESOLUTION 2020-33

PRIORITIZATION OF APPLICATIONS FOR OHIO AND KENTUCKY STBG AND TA FEDERAL FUNDS
DESCRIPTION: The attached exhibit, in resolution form, identifies highway, transit and bicycle/pedestrian projects located in Ohio and Kentucky selected to use OKI-allocated Federal Funds and will be included in the OKI FY 2021 – 2024 TIP.

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. The current program is the FY 2021 – 2024 TIP.

OKI is responsible for soliciting transportation projects eligible for OKI-allocated federal transportation funds to be included in the TIP. A Prioritization Subcommittee of the ICC developed a rating procedure for new projects and reviewed and ranked highway, transit and bicycle/pedestrian applications from Ohio and Kentucky to be considered for inclusion in the OKI FY 2021 – 2024 TIP. The resolution lists the projects selected, along with their associated federal funding award and local match requirement.

Prior to presentation to the Board of Directors, the proposed additions are reviewed by staff and presented to the Intermodal Coordinating Committee. The Intermodal Coordinating Committee considers the issue, and makes a recommendation to the Board of Directors.

AUTHORITY: 23 CFR, §450.324.

FUNDING: The items proposed for addition to the FY 2021 – 2024 TIP have an associated funding amount and local sponsor identified. Staff has determined there is adequate Federal and local funding available, or anticipated to be available, to fund these projects.

ACTION RECOMMENDED: Adoption of Resolution OKI 2020-33.

EXHIBIT: Resolution (OKI 2020-33) concerning the selection of Ohio and Kentucky STBG and TA applications for highway, transit and bicycle/pedestrian projects to be included in the FY 2021 – 2024 TIP.
RESOLUTION
OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY INDIANA REGIONAL COUNCIL OF GOVERNMENTS

CONCERNING SELECTION OF
OHIO AND KENTUCKY STBG/TA PROJECTS TO BE INCLUDED
IN THE FY 2021 – 2024 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 development of the MPO’s TIP shall conform to all applicable federal and state laws, regulations, and guidance including the following: 23 USC 134 and 135, 23 CFR 450/1410, and 49 CFR 613/621; and

WHEREAS, the Intermodal Coordinating Committee (ICC), as the technical advisory committee to OKI, established a Prioritization Subcommittee to determine process and procedures for highway, transit, alternative transportation, and non-highway freight applications to be considered for federal funding; and

WHEREAS, OKI solicited transportation projects in Ohio and Kentucky to be considered for funding with OKI-allocated Surface Transportation Block Grant (STBG) and Transportation Alternative (TA) federal funds, with selected projects to be added to the OKI FY 2021-2024 TIP; and

WHEREAS, the Prioritization Subcommittee reviewed and ranked completed Ohio and Kentucky STBG (“SNK” in Kentucky) and TA applications, and the ICC has recommended the projects listed in the resolution and recommended that they be included in the OKI FY 2021–2024 TIP; and

WHEREAS, all STBG and TA projects which may be non-exempt will be included in air quality conformity determination at the time those project are amended into the TIP; Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on October 8, 2020 hereby approves the following projects to be funded with OKI sub-allocated federal funds:

Ohio STBG federally funded projects:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Federal Funds</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cincinnati-Wasson Way Phase 7</td>
<td>$3,762,000</td>
<td>20%</td>
</tr>
<tr>
<td>Clermont County Engineer-SR 32/Glen-Este Withamsville Ramps and CD Road</td>
<td>$5,400,000</td>
<td>40%</td>
</tr>
<tr>
<td>Fairfield-South Gilmore Road Improvements - Mack Road to Planet Drive</td>
<td>$2,457,806</td>
<td>20%</td>
</tr>
<tr>
<td>Hamilton County Engineer-Western Hills Viaduct Replacement</td>
<td>$1,000,000</td>
<td>20%</td>
</tr>
<tr>
<td>Lebanon-US 42 and SR 123 Improvements</td>
<td>$672,822</td>
<td>40%</td>
</tr>
<tr>
<td>SORTA-START Program Bus Replacements</td>
<td>$4,961,704</td>
<td>30%</td>
</tr>
<tr>
<td>Springfield-Northland Boulevard Reconstruction</td>
<td>$5,340,949</td>
<td>20%</td>
</tr>
<tr>
<td>Warren County Engineer-Fields Ertel Road Improvement Project between Snider Road and Wilkens Boulevard</td>
<td>$5,400,000</td>
<td>50%</td>
</tr>
</tbody>
</table>
Ohio TA federally funded projects:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Federal Funds</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson Twp-Little Miami Scenic Trail Elstun Road Connector</td>
<td>$750,000</td>
<td>45%</td>
</tr>
<tr>
<td>Deerfield Twp-Irwin-Simpson Shared Use Path</td>
<td>$750,000</td>
<td>20%</td>
</tr>
<tr>
<td>Great Parks of Hamilton County-Glenwood Gardens to Winton</td>
<td>$352,697</td>
<td>21%</td>
</tr>
<tr>
<td>Woods Shared Use Trail Ph 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hamilton-The Hamilton Beltline - North B Street</td>
<td>$720,000</td>
<td>20%</td>
</tr>
</tbody>
</table>

Kentucky STBG (SNK) federally funded projects:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Federal Funds</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue-Resurfacing and Sidewalk Improvements</td>
<td>$216,000</td>
<td>20%</td>
</tr>
<tr>
<td>Bellevue-Riverfront Commons</td>
<td>$760,000</td>
<td>20%</td>
</tr>
<tr>
<td>Elsmere-New Buffington Bridge Replacement</td>
<td>$672,000</td>
<td>20%</td>
</tr>
<tr>
<td>Elsmere-Garvey Road Resurfacing, Drainage Improvements, and Multi-use Path Improvements</td>
<td>$240,000</td>
<td>20%</td>
</tr>
<tr>
<td>Newport-Riverfront Commons Trail at Newport Festival Park</td>
<td>$2,428,428</td>
<td>20%</td>
</tr>
<tr>
<td>NKU-3 Mile Road Sidewalk and Drainage Improvements</td>
<td>$692,000</td>
<td>20%</td>
</tr>
<tr>
<td>TANK-Maintenance and Operations Facility Repair and Renovation</td>
<td>$1,623,517</td>
<td>20%</td>
</tr>
</tbody>
</table>

Kentucky TA (SNK) federally funded projects:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Federal Funds</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue-Van Voast Pedestrian Bridge</td>
<td>$124,000</td>
<td>20%</td>
</tr>
<tr>
<td>Boone County-Sam Neace Drive Sidewalk</td>
<td>$420,000</td>
<td>20%</td>
</tr>
<tr>
<td>Elsmere-Garvey Avenue Sidewalk</td>
<td>$188,000</td>
<td>20%</td>
</tr>
<tr>
<td>Union-Sweet Harmony Sidewalk</td>
<td>$68,000</td>
<td>20%</td>
</tr>
</tbody>
</table>

10/8/2020
AJR

______________________________
Kris Knochelmann, President