



**EXECUTIVE COMMITTEE MEETING  
OF THE  
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS  
NOVEMBER 12, 2020 -- 10:30 A.M.  
MEETING MINUTES**

President Knochelmann called the meeting to order at 10:34 a.m.

**EXECUTIVE COMMITTEE MEMBERS**

Judge/Executive Kris Knochelmann, President  
Judge/Executive Gary W. Moore, Boone County Fiscal Court  
David L. Painter, Clermont County Board of Commissioners  
Mr. Ed Humphrey Clermont County Board of Commissioners  
Mr. Rick Probst Dearborn County Board of Commissioners  
Mr. T.C. Rogers Butler County Board of Commissioners  
Mr. Ken Reed, Resident Member OKI Treasurer  
Mr. Andrew Aiello, TANK  
Mr. Eric Beck, Hamilton County Engineer  
Ms. Ann Becker, West Chester Township  
Mr. Tommy Arnold, Alternate For Ms. Campbell, ODOT- District –8  
Ms. Beth Fennell, Newport Kentucky  
Mr. Josh Gerth, Anderson Township Board of Trustees  
Mr. Daryl Haley, SORTA  
Mr. John Brazina, Alternate for Mr. Landsman, Cincinnati, Ohio  
Mr. Matt, Dutkevicz, Alternate for Mr. Lawson, Butler County RTA  
Mr. Roger Kerlin, Resident Member  
Mr. David Linnenberg, Green Township Board of Trustees  
Mr. Talbott Moon, Middletown, Ohio  
Ms. Christine Matacic, Butler County Association Of Township Trustees and Clerks  
Mr. Larry Maxey, Resident Member  
Mr. Robert McGee, Union Township, Board of Trustees  
Mr. James T. Reilly, Wyoming, Ohio  
Mr. Brian Painter, Campbell County Fiscal Court  
Ms. Sharmili Reddy, PDS of Kenton County  
Mr. Jonathan Sams, Warren County Assoc. Of Township Trustees & Clerks  
Mr. Karl B. Schultz., Miami Township Board of Trustees  
Mr. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs  
Ms. Shannon Smith, Covington, Kentucky  
Mr. Geoff Milz, Colerain Township Board of Trustees  
Mr. Thomas Voss, Resident Member

**Kris Knochelmann**  
President

**Mark R. Policinski**  
CEO

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Mr. Mike Bezold, Alternate for Mr. Yeager. Kentucky Transportation Cabinet  
Mr. Chris Wahlman, INDOT  
Ms. Krista Wyatt, Lebanon, Ohio

**BOARD OF DIRECTORS**

Mr. Jeffrey P Anderson, Springdale, Ohio  
Ms. Amber Bailey, North College Hill, Ohio  
Mr. John Breadon, Norwood, Ohio  
Mr. Charles Cleves, Bellevue, Kentucky  
Ms. Jessica Fette, Erlanger, Kentucky  
Mr. Rob Franxman, Boone County Engineer  
Ms. Cathy Flaig, Boone County Fiscal Court  
Ms. Stacey Hoffman, representing Katherine Koeough-Jurs. Cincinnati (City) Planning  
Mr. Steve Krehbiel, Village of Indian Hill, Ohio  
Mr. Charles Lippert, Sharonville, Ohio  
Mr. Todd Listerman, Dearborn County Engineer  
Mr. Mike Mains, Harrison, Ohio  
Mr. Mark McCormack, Dearborn County Planning Commission  
Mr. Pete Metz, Cincinnati, USA Regional Chamber  
Bryan Miller, Union, Kentucky  
Ms. Stephanie Summerow Dumas, Hamilton County Board of Commissioners  
Mr. Ron Tolliver, Deer Park, Ohio

**GUEST**

Mr. James Lukas, Sharonville, Ohio

**LEGAL COUNSEL**

Mr. Edward Diller, Esq, Taft Stettinius & Hollister, LLP  
Mr. Luke Bloch, Taft Stettinius & Hollister, LLP

**STAFF**

Mr. Mark Policinski	Mr. Robert Koehler	Ms. Marilyn Osborne
Ms. Jenn Spreckelmeier	Ms. Regina Fields	Ms. Purcy Nance
Mr. David Shuey	Ms. Melissa Jones	Mr. Jim Pickering
Ms. Ting Zou	Ms. Suzanne Parkey	Ms. Robyn Bancroft
Mr. Brandon Rudd	Ms. Jessica Ondrovic	Ms. Summer Jones
Ms. Margaret Minzner	Mr. Nathan Ziegler	Mr. Brandon Flessner
Ms. Gaby Waesch	Mr. Liren Zhou	Ms. Florence Parker

President Knochelmann led the Board in the Pledge of Allegiance.

ITEM #1: ADMINISTRATIVE

- A. Announcements
- B. Approval of October 8, 2020 Board of Director's Meeting Minutes

President Knochelmann called for corrections and/or additions to the October 8, 2020 minutes of the Board of Director's Meeting. There being none, Mr. Weidman moved that the minutes be approved as mailed. Mr. Reed seconded the motion; motion carried.

- C. Executive Director's Report

Mr. Mark Policinski, CEO, began discussing the Brent Spence Bridge accident that happened on Wednesday, November 10th, early in the morning on the North Bound underpass heading from Covington to Cincinnati.

Mr. Policinski said he was interviewed that morning by WLW. He summarized his interview for the board. He said this is the second time this region has dodged a rather large bullet. A few years ago a car fell from the upper deck of the bridge to the lower deck. Fortunately, it happened at noon on a Sunday and more fortunately nobody was seriously injured. He said, if you look at what happened during this incident with a 1500 degree fireball, yielding a 1500 foot plume of black smoke, engulfing that \$2.6 billion bridge; think about what would have happened to this region, what would have happened to lives, if that had occurred not at 3 a.m. but at 3 p.m. The damages and secondary explosions that could have happened would have been a catastrophe of international importance.

Mr. Policinski said the disruption that is taking place is already being downplayed by some people. It is going to be a great disruption to the region. He said it is not going to last a few days, but probably a few weeks, maybe even months. We know the disruption is going to be great because if you look at our region, 60% of the 2 million people that live in this region live within 5 miles of the I-75, Brent Spence Bridge corridor and 70% of the 1 million jobs in this region are within 5 miles of that corridor. He said this is going to be a massive disruption for our region.

Mr. Policinski stated that the other thing he made mention of in his interview with WLW is that we have not made progress on the Brent Spence Bridge and it is a mess and this mess is on us as a region; it is not the federal governments fault. He said this bridge project is going to cost \$2.6 billion and a large part of that financing will come from the federal government. But, not one penny is going to come from the federal government until us as a region has put together a sound financing plan. Not a plan that will just pass our friends at the political rally, but a plan that is going to have to pass muster of the bound houses of the United States. We are going to have to get our house in order. We have to do something because we just may not miss the third bullet that is coming our way.

Mr. Policinski said that real leaders lead when the challenges are most difficult and that is what we need now. We need to come together. We need to solve problems that are surrounding the bridge, most notably what's happening in Covington. There are issues with the current plan that have a negative impact on Covington in their minds and we have to address those issues. At the end of the day, reasonable men and women have to come together and find a solution that is going to last because, again, we don't want to just depend on being lucky.

Mr. Policinski mentioned that OKI's Metropolitan Transportation Planning Process would be undergoing a Certification Review on November 18 and 19. He said that this review is under the direction of Bob Koehler, but, involves every member of OKI's staff. He mentioned that staff has spent thousands of hours preparing for this review. He also mentioned that the board can do its part by filling out a survey regarding OKI's planning process. He urged board members to take the survey which was about 3 minutes long; responses are highly valued by the Federal Highway Administration.

Mr. Policinski discussed how Board nominations for 2021 were sent to the jurisdictions the first week of November and asked that everyone please fill them out and return to Marilyn Osborne by December 4th. He thanked everyone for their service to OKI now and in the future.

Mr. Policinski discussed the impact of the virus on all of and how immense it has been. He said at OKI we have to measure the impact on traffic. He said, using the work of Dr. Liren Zhou, who runs OKI's traffic demand model, we have been monitoring traffic volumes since the inception of the virus. The virus' impact on traffic that Dr. Zhou observed months ago continue.

Mr. Policinski shared several images as examples of the traffic in our region. Figure 1 showed that Daily traffic, as measured by permanent ODOT traffic counters, remained at 11% below volumes prior to virus. Figure 2 showed that A.M. rush hour, between 7-9 a.m., traffic was down 18%. There has been very little deviation from this decline in rush hour traffic since August. He said, it is clear that all traffic is not the same and the most deleterious impacts are at rush hour, at pinch points. In this region, the Ohio River bridges are the largest pinch points. To measure these most severe impacts, Dr. Zhou concentrated on OKI data on the Daniel Beard Bridge. Figure 3 showed traffic at the a.m. rush hour on the Daniel Beard was down 30%. Figure 4 showed the average speed at rush hour was almost 60% faster; that is a difference of 24 miles per hour faster.

Mr. Policinski said, the take-a-ways are that with a 10% reduction in traffic volumes, rush hour congestion is gone. Congestion is relegated to construction or accidents. He said if remote work affects only 10% of trips, the lack of congestion on the region's roads could become normal.

Mr. Policinski stated that Candace McGraw, CVG's CEO, invited OKI to view its work with driverless vehicles. Mr. Policinski and David Shuey, OKI's Director of Information Systems and Analytics, were treated to an amazing demonstration of this technology. As OKI has been saying for a few years, driverless vehicles are coming and their adoption by the US will be faster than expected.

Mr. Policinski said that the driverless vehicle they road in at CVG was completely under the control of the technology, though there was a driver in the car. The car traveled on the CVG loop near and around their HQ building. The vehicle maneuvered with traffic, traffic signs and traveled over 30 MPH. Mr. Policinski believes the vehicle can reach 50 miles an hour.

Mr. Policinski continued by discussing ThorDrive, which is the company that CVG is using for driverless technology. ThorDrive has placed several people in the region to live and work on the rollout of the technology at CVG. As OKI has maintained for a long time, the first utilization of driverless vehicles is going to be commercial and the advance at CVG bears this out.

Mr. Policinski discussed that OKI launched its Fiscal Impact Model 2.0. For the past decade, OKI provided a model for estimating fiscal impact related to changes in land use to inform local government decisions on development. At the time of its inception, OKI's Fiscal Impact Model was one of only five in the country. I might add that the University of Cincinnati was a partner in building the model.

Mr. Policinski said the original model didn't prove to be as successful as they hoped. Two key reasons were that it required an immense amount of work by localities before they could use the model and two OKI charged jurisdictions to use the model. The new Fiscal Impact Model is far more powerful and informative. Additionally, there is only a modicum of work needed by jurisdictions to access the model. Best of all, this powerful tool is free of charge to your communities.

Mr. Policinski said he encourages board members to reach out to Andy Meyer to learn about how you can incorporate fiscal impact analysis into your planning efforts. Simply go to the OKI website, [oki.org](http://oki.org), and click on the FIAM banner. If you have questions, please contact Andy Meyer of our staff. Andy built this latest version of the model for OKI.

Mr. Policinski discussed that OKI is renewing a partnership with the US Department of Energy through their SolSmart program. He said we will be one of the first regional organizations to receive the SolSmart designation. This designation recognizes OKI's work in developing the Go Solar Ready initiative, which produced the OKI's award-winning interactive Solar Map and several tools and best practice guides for local planning, zoning and building departments.

Mr. Policinski said by participating in this program, we will have direct access to the US Department of Energy's SolSmart team for technical support as OKI develops tools for local communities. **IMPORTANTLY**, we'll be able to provide SolSmart Advisory services any local community in the region interested in promoting or investing in solar energy.

Mr. Policinski stated that we will be providing more information about this exciting program in the coming weeks and months. You can find more information about Go Solar Ready and SolSmart on our website (under programs) or contact Travis Miller for details in the meantime.

Mr. Policinski provided the board with a couple of announcements about the OKI staff. Ms. Robyn Bancroft has been asked to serve on the ODOT Freight Advisory Committee. She already serves on the Commonwealth of Kentucky Freight Advisory Committee. Melissa Jones has been asked to serve on the City of Cincinnati Internal Audit Committee. And finally, Margaret Minzner, of OKI's Regional Planning staff, has completed defending her dissertation and will receive her doctorate in Educational Leadership from Northern Kentucky University, this December.

- i. OKI Rail Infrastructure Grant Awards - Robyn Bancroft, Strategic Initiatives Manager

Ms. Robyn Bancroft, OKI Staff, shared that two weeks ago, OKI learned that our two FRA CRISI grants had been awarded. This represents over \$2.3M in new federal funding for the OKI region. Both projects are located in the City of Cincinnati along the Ohio River.

The first CRISI grant is in partnership with Benchmark River and Rail Terminals, located at 4820 US 50 or River Road. With this grant, Benchmark will install active grade crossing devices and a new traffic signal with railroad preemption at the intersection of US 50 and their Gate 2-Southern Intermodal Yard's access drive. No safety devices currently exist and Benchmark projects the number of tank-trucks carrying hazardous materials crossing the two active CIND and CSX rail tracks to more than double (12,000+ annual crossings) by 2025. This project has multimodal safety impacts as the US 50 corridor serves as an FHWA Critical Urban Freight Corridor, an NHS Intermodal Connector, a MARAD Marine Highway (M-70), Class I and II railroads lines, a fixed public transit route, and bicycle/pedestrian facilities. This project supports a larger, comprehensive, public/private strategy to improve safety, freight flow and economic vitality along the entire US 50 corridor since at-grade private and public crossings like exist this up and down the US 50 corridor. She mentioned that OKI had awarded funding to the City of Cincinnati for similar safety at-grade and intersection improvements at Thornton Drive located to the west of this area which is underway currently. This project at Benchmark will continue safety enhancements along the US 50 corridor.

The second CRISI grant is in partnership with Cincinnati Bulk Terminals, LLC (CBT) located at 895 Mehring. With this CRISI grant, CBT will construct an overhead, bi-directional, enclosed-tube, conveyor system spanning Mehring for the transport of heavy bulk materials between CBT's Ohio River port facility and CIND's Class II rail line. Benefits of the new conveyor include; Increased Safety: the overhead conveyor will remove approximately 40,000 annual truck trips of bulk materials from crossing Mehring, Enhanced Efficiency: the project will facilitate more reliable, seamless and faster freight transport regardless of time of day, commuter traffic or other Mehring roadway conditions, Economic Growth: the versatility of the conveyor to move materials in both directions offers CBT greater opportunities for adding rail-to-river customers, thereby spurring new rail freight growth, Environmental Improvements: the conveyor will employ state of the art, electrically-powered technology – a much cleaner and quieter method than traditional, diesel engine trucks. The cumulative effect of CBT replacing three trucks with a bi-directional conveyor system will contribute greatly to the area's air quality over the conveyors 40+ year life span, and, Reduced Maintenance: Mehring has an International Roughness Index

(IRI) of 215.3 which is a high value indicative of poor pavement conditions. Removal of 40,000 truck crossings annually can only help improve road conditions and decrease maintenance-related costs.

She invited those with further questions or wanting to discuss freight challenges for possible new Federal funding applications to contact her. She closed by saying that she hoped these CRISI grants would serve as only the first of many more sources of new funding to the OKI region.

#### D. Finance Officer's Report

Ms. Purcy Nance, OKI staff, reported that the Finance Officer's Report was distributed via Constant Contact. She explained that the report contains September financial statements and includes the current cash information.

Ms. Nance referred members to page 2 for the current information. As of November 6, OKI had \$504,526 in the PNC checking account, \$18,712 in the HSA/FSA checking account and \$512,356 in the STAR Ohio money market mutual fund. She reported that there has been no recent activity on OKI's line of credit and there is no outstanding balance at report date.

Ms. Nance stated that page 3 contains the balance sheet as of September 30. She reported that Cash and Investments are down 44% from this time last year. Receivables are up 46% from this time last year due to the timing of year-end invoicing and invoice payments. At September 30, there were \$1,284,000 in receivables, \$747,000 associated with August and September invoices and \$537,000 outstanding from July and earlier. Payables are down 57%, or \$126,000, from this time last year due to completion of the boardroom sound system installation and lower expenses for the Clean Air outreach campaign due to COVID-19

Ms. Nance stated that Revenue information is located on page 4. She reported that as of September 30, OKI is 25% of the way through the budgeted year. Overall, revenues are at 21%, which is under budget. She noted the following items: Federal revenue is under budget due to the timing of FTA 5310 Pass Through project activities; State revenue is under budget due to timing of OEPA contract execution and Transportation PL project activities; Local revenue is ahead of budget due to the timing of County funding payments; Miscellaneous revenue is under budget due to the cancellation of OKI's annual meeting, and Contributed Services is under budget due to timing of 5310 Pass Through activities.

Ms. Nance stated that page 5 contains Expense information. She reported that Overall Expenses are at 20%, which is under budget. Ms. Nance noted the following items: Category 1, Salaries, is under budget due to an open staff position at the beginning of the year; Category 3, Travel, Subsistence and Professional Development is under budget: due to the COVID related cancellation of staff and Board activities requiring travel combined with timing of agency membership renewals; Category 4, Printing, Marketing and Contractual is under budget: due to timing of FTA 5310 project activities, and timing of traffic counts off-set by the seasonal nature of the Clean Air outreach campaign; Category 5, Other Expenditures is slightly ahead of budget:

due to timing of software subscriptions and maintenance contracts and Category 6, Contributed Services is under budget due to timing of 5310 Pass Through activities; offset by the seasonal nature of the Clean Air outreach campaign.

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 \$25,000 year to date. She explained that the two components of this increase are timing differences and year to date activities. The timing differences include a \$151,000 increase due to timing of county funding payments and a \$159,000 decrease due to application of negotiated fringe and indirect rates. The remaining \$33,000 increase is associated with year-to-date operations and timing of active projects, resulting in a year to date fund balance of \$1,525,000; of this amount, \$410,000 is committed to active projects.

There being no discussion, Mr. Reed moved that the Executive Committee accept and file the Finance Officer's Report dated November 12, 2020. Mr. Humphrey seconded the motion; motion carried.

ITEM #2: INTERMODAL COORDINATING COMMITTEE REPORT

Mr. Andy Reser, OKI staff, provided a brief update of the ICC meeting held on November 10, 2020.

A. Amendment #3 of the OKI Fiscal Years 2021-2024 Transportation Improvement Program

Mr. Reser said TIP Amendment #3 involves two projects in Ohio; it adds a TRAC funded project that is part of the Brent Spence Bridge corridor. The detailed design for replacing the Linn Street overpass and connections in the area between Freeman and US50. The second Ohio project is adjustments to funding and timing for PID 25349, a bridge removal project on Glenway Avenue.

In Indiana, the Amendment moves Des #1800349 beyond the TIP, adds a slide correction project on US 52, west of SR 46; and adds an intersection improvement project on SR 1 and Schuman Road. The amendment was posted on OKI's website since October 27th and a draft was sent to the Interagency Consultation Group. No comments were received.

Mr. Humphrey moved to approve of Resolution 2020-34 Concerning Amendment #3 of the FY2021-2024 Transportation Improvement Program (TIP). Mr. Painter seconded the motion, motion carried.

ITEM #4: OTHER BUSINESS

President Knochelmann recommended cancelling the December 10, 2020 Executive Committee meeting. He asked for a motion to concur with his recommendation. Mr. Humphrey moved to accept the President's recommendation to cancel the December 10, 2020 Executive Committee meeting. Mr. Painter seconded the motion; motion carried.

ITEM #5: ADJOURNMENT

President Knochelmann asked if there was any other business for discussion. There being none he asked for a motion to adjourn. Mr. Painter moved to adjourn the meeting at 11:16 a.m. Mr. Humphrey seconded the motion; motion carried.



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KRIS KNOCHELMANN, PRESIDENT



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MARK R. POLICINSKI, SECRETARY

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11/20/2020