

EXECUTIVE COMMITTEE MEETING

WEDNESDAY NOVEMBER 10, 2010

10:30 A.M.

**OKI REGIONAL COUNCIL OF GOVERNMENTS
720 EAST PETE ROSE WAY
SUITE 420
CINCINNATI, OHIO 45202**

**Web Site: <http://www.oki.org>
E-mail: plan@oki.org**

EXHIBITS

EXHIBIT 1-B

MEETING MINUTES



Ohio · Kentucky · Indiana
Regional Council of Governments

**MEETING MINUTES OF THE
BOARD OF DIRECTORS
OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS**

OCTOBER 14, 2010--10:30 A.M.

OKI BOARD ROOM

- Call to Order

Judge Pendery, President called the meeting to order at 10:37 a.m. with the following members in attendance.

BOARD OF DIRECTORS

Judge Executive Steve Pendery, Campbell County Fiscal Court, President
Judge Executive Gary W. Moore, Boone County Fiscal Court
Mr. Todd Portune, Hamilton County Board of Commissioners, Second Vice President
Mr. Scott Kimmich (representing Mr. Drees), Kenton County Fiscal Court
Mr. Martin Russell (representing Mr. Young), Warren County Board of Commissioners
Mr. Steve Brun, Bellevue, Kentucky
Mr. Michael Moore (representing Ms. Qualls), Cincinnati, Ohio
Ms. Sherry Carran, Covington, Kentucky
Mr. Robert Brown, Hamilton, Ohio
Mr. Randy Shank, Harrison, Ohio
Mr. Tony Bradburn, Mason, Ohio
Ms. Charlene Hanners, Milford, Ohio
Ms. Suzi Rubin, Monroe, Ohio
Mr. Ken Suer, Montgomery, Ohio
Mr. Ken Bogard, Oxford, Ohio
Mr. James T. O'Reilly, Wyoming, Ohio
Ms. Peggy D. Reis, Anderson Township
Mr. Frank Birkenhauer (representing Mr. Ritter), Colerain Township
Mr. David Linnenberg, Green Township
Mr. Robert McGee, Union Township

Steve Pendery
President

Mark R. Policinski
Executive Director

Board of Directors continued

Ms. Christine Maticic, Butler County Association of Township Trustees & Clerks, Past President
Mr. Karl Schultz, Clermont County Township Association
Mr. Michael Juengling, Butler County Planning Commission
Mr. Dwayne Boso, Clermont County Planning Commission
Mr. Mark McCormack, Dearborn County Planning Commission
Mr. David Okum, Hamilton County Planning Commission
Mr. Dennis Andrew Gordon, Northern Kentucky Area Planning Commission
Mr. Stan Williams, Warren County Regional Planning Commission
Ms. Teri A. Whitmore, Hamilton (City) Planning Commission
Mr. Martin D. Kohler, Middletown (City) Planning Commission
Mr. Craig Beckley, Dearborn County Township Association, Resident Member
Mr. Ralph B. Grieme, Jr., Resident Member
Mr. David Ginsburg, Resident Member
Mr. Samuel A. McKinley, Resident Member
Mr. Kenneth F. Reed, Resident Member, Treasurer
Mr. Thomas Voss, DHL, Resident Member
Mr. V. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs
Mr. Steve Stevens, Northern Kentucky Area Chamber of Commerce
Ms. Kim Satzger, Port of Greater Cincinnati
Mr. Ted B. Hubbard (representing Mr. Brayshaw), Hamilton County Engineer
Mr. Jim Ude, Indiana Department of Transportation
Mr. Robert Hans, Kentucky Transportation Cabinet
Mr. Andrew Aiello (representing Ms. Miller), Transit Authority of Northern Kentucky

GUESTS

Mr. Allen Freeman, D&S Consulting
Mr. Pat Crowley, Strategic Advisors
Mr. Roger Kerlin, Northern Kentucky
Mr. Colin Groth, SORTA
Mr. Mike Duncan, City of Blue Ash

LEGAL COUNSEL

Mr. Edward Diller, Taft Stettinius & Hollister, LLP

STAFF

Mr. Mark R. Policinski	Mr. Robert W. Koehler	Ms. Karen Whitaker
Ms. Marilyn Osborne	Ms. Purcy Nance	Mr. Brian Cunningham
Mr. Mark Paine	Ms. Jane Wittke	Ms. Robyn Bancroft
Mr. Andy Reser	Ms. Sarah Fry	Ms. Nicole Kudrna

Mr. Andrew Rohne
Ms. Margo Lindahl
Mr. Brad Mason

Ms. Summer Jones
Mr. Don Burrell
Ms. Regina Brock

Ms. Emi Randall
Mr. Aaron Crary

- Announcements

President Pendery reminded everyone to please sign in for attendance purposes.

He stated that this is a Board of Directors meeting, Executive Committee alternates cannot vote.

ITEM #1: ADMINISTRATIVE

A. President's Report

President Pendery had no new updates to report.

B. Approval of September 9, 2010 Executive Committee Meeting Minutes

President Pendery called for corrections and/or additions to the September 9, 2010 Executive Committee meeting minutes.

There being none, Mr. Bogard moved that the September 9, 2010 Executive Committee meeting minutes be approved as mailed. Mr. Reed seconded the motion; motion carried.

C. Executive Director's Report

Mr. Policinski provided an update regarding the HUD sustainability grants. He explained that he attended the NARC conference in late September and the HUD district director addressed the attendees. He reported that HUD received 1,000 applications for the regional grants. They did not expect this many applications and have called in a consultant to review the applications. The district director reported that HUD will approve 50 grants for a total of \$98 million. Mr. Policinski explained that HUD does not have a date for a decision regarding the grants. He also pointed out that the district offices have had little, if any, involvement in the ranking of the projects—this is being determined in DC. Mr. Policinski commented that OKI's application for less than \$5 million may have been a good decision due to the amount of competition.

Mr. Portune commended Mr. Policinski for his strong leadership in asking for only what was needed to complete the project, stating that this will help distinguish OKI's application from the others. Mr. Policinski thanked Mr. Portune on behalf of Travis Miller, Emi Randall, and the OKI Board who prepared the application.

Mr. Policinski also provided an update about RIIZ's. He explained that over the past year, OKI has been anticipating the bi-partisan introduction in Congress of RIIZ legislation. In recent attempts to have Portland Congressman Blumenauer introduce the legislation with Congressman Davis, some serious issues have been raised by Congressman Blumenauer's staff. Mr. Policinski explained that RIIZ's have always been aimed at creating tax deductions for the private sector for investment in public goods for many types of infrastructure. Congressman Blumenauer's staff has asked that the type of infrastructure be limited and for the tax deduction to be applied only in metro areas. He said that while limiting the types of infrastructure is acceptable, support has been garnered for the bill from across the country from many non-metro areas. Mr. Policinski reported that he will be meeting with congressional staff this month to see if the differences can be resolved. If not, there is a possibility that Congressman Davis will introduce the legislation without bipartisan support. The reason for doing so is to get an actual bill introduced and this will help keep it in the next Congress to pick up cosponsors.

Mr. Policinski stated that collateral material regarding CVG's "Think CVG First" campaign was distributed around the table. He urged everyone to visit the website at www.cvgfirst.com and to spread the word regarding this important regional asset.

D. Legislative Update

Mr. Cunningham, Staff, reported on the Legislative Affairs update. Mr. Cunningham said that in September the undersecretary for policy at the US DOT testified to the US Senate Committee on Banking, Housing and Urban Affairs regarding the next six-year federal transportation bill. He said the administration plans to release more in-depth details regarding its \$50 billion infrastructure investment and the infrastructure bank issues in February. Mr. Cunningham stated that there were a couple of key themes in the undersecretary's testimony about the next six-year federal transportation bill: it needs to continue the commitment to expand the nation's high-speed rail program; it needs to make achieving a state of good repair in our transportation infrastructure a national priority; it needs to make livable communities a central part of our transportation program; and it also needs to take advantage of technological breakthroughs of the past 20 years in Intelligent Transportation Systems. He reported that the administration also appears to be embracing more flexible funding.

E. Finance Officer's Report

Ms. Nance, Staff stated that distributed around the table is the Finance Officer's Report dated October 14, 2010. She noted that the report contains both July and August financial statements and that she would be reporting on the more current August information.

Ms. Nance stated that on page 2 is the current information. She stated that as of October 8 OKI had \$154,551 in the PNC checking account, \$8,026 in the HSA/FSA checking account,

and \$932,915 in the PNC savings account. She stated 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 on page 3 is the Balance sheet as of August 31. She stated that Cash and Investments are up about 3% from this time last year. She stated that Receivables are slightly lower than this time last year. She stated that as of August 31 there were \$802,000 in receivables, \$719,000 associated with July and August invoices and \$83,000 outstanding from June and earlier. She further stated that payables are down 30% from this time last year due to the timing of Clean Air advertising invoices.

Ms. Nance stated that on page 4 is the Revenue information. She stated that as of August 31, OKI is 17% of the way through the budgeted year. She stated that overall revenues are at approximately 15% which is on budget.

Ms. Nance noted the following items: Federal revenues are behind budget due to timing of New Freedom pass through projects. She stated that local revenues are ahead of budget due to the timing of county funding payments. She further noted that Contributed Services are ahead of budget due to the over-match received by the Clean Air and Rideshare Programs. She stated that this match is non-cash. A line has been added to the report to show fiscal year to date over-match received. She stated that this amount is deducted so the total line represents project budget progress.

Ms. Nance stated that on page 5 is the Expense information. She stated that overall expenses are at approximately 14% which is on budget.

Ms. Nance noted the following items: category 3, Professional Development is behind budget due to timing of budgeted activities. Under category 4, Technical Consultants is behind budget due to the timing of the Freight and Transit On Board studies; Pass Through Contracts is behind budget due to the timing of Eastern Corridor and New Freedom pass through funded projects; and Marketing is ahead of budget due to the seasonal nature of the Clean Air program. Under category 6, Contributed Services are ahead of budget due to the over-match received by the Clean Air and RideShare Programs. These amounts are deducted so the total line represents project budget progress.

Ms. Nance stated that on page 6 is the General Fund Balance information. She stated that the General Fund Balance has had a net increase of approximately \$110,000 year to date. She stated that the two components of this increase are timing differences and year to date activities. She stated that the timing differences include: \$169,000 increase due to timing of county funding payments and \$56,000 decrease due to application of negotiated fringe and indirect rates. She stated that the remaining \$3,000 decrease is associated with year-to-date operations and timing of active projects. She stated that after these changes OKI's current fund balance is \$1,330,000, of this amount \$393,000 is committed to active projects.

There being no discussion, Mr. Reed moved that the Board of Directors accept and file the Finance Officer's Report dated October 14, 2010. Judge Moore seconded the motion; motion carried.

ITEM #2: I-71/I-75 BRENT SPENCE BRIDGE PROJECT OUTREACH EFFORTS

Judge Penderly introduced Pat Crowley of Strategic Advisors LLC and Allen Freeman of D&S Consulting. He explained that they were hired to help spread the word about the Brent Spence Bridge in Frankfort, Columbus and Washington, D.C.

Mr. Freeman reported that they have built a coalition that will publicly assist in generating support for the project. The Coalition includes business and cultural leaders, Ohio and Kentucky local and state government, organized labor, logistics organizations, and other transportation-related industries.

Mr. Freeman reported that they have contacted leaders from around the region for their insights. He explained that OKI provided information regarding truck traffic on the bridge. This information has been helpful when speaking with legislators and candidates. One candidate questioned the impact of the project since it was not directly located in the district in which he was running. Mr. Freeman pointed out that while the project corridor may not be directly in that particular legislative district it did have an effect on it because 16% of truck traffic goes into the candidate's district, which relates to 63,000 jobs.

Mr. Freeman discussed funding mechanisms. A committee has been formed to look into financing options for the \$200 million local match. A report is expected to be completed in the next few months. Mr. Freeman reported that they are also tracking the path and progress of the federal transportation spending bill.

Mr. Crowley reported that the Northern Kentucky legislators are opposed to tolls. The progress of the bridge project in Louisville is being closely watched to use as a model. He also reported that there were some issues with the bridge design and access to Covington. KYTC is working to solve these issues.

Mr. Crowley explained that they are working on an aggressive public involvement strategy. He reported that Mr. Policinski spoke to the Northern Kentucky Chamber of Commerce to let people know the urgency of the bridge replacement. Additional meetings will be held after the election. Mr. Crowley reported that the project has begun to utilize the social media and has established a page on Facebook. A website will also be developed.

Judge Penderly questioned the timing of the transportation bill. Mr. Freeman explained that they are keeping apprised of the bill and hope that the bridge project is positioned to have success. There are several versions of the transportation bill so the amount included will depend on which version becomes final.

This item was presented for information only.

ITEM #3: REGIONAL FREIGHT PLAN UPDATE

Ms. Bancroft, Staff, reported on the Regional Freight Plan. She gave a brief overview of the status of project using a one-year timeline. The project is currently in the midst of data collection. Email surveys and phone interviews are being conducted with private shipping companies. Also, a special Regional Freight Plan page has been established at www.oki.org where individuals can share their contact information, questions, comments, as well as request to be sent periodic updates on the Plan's progress. She will continue to update the Board at future meetings.

This item was presented for information only.

ITEM #4: VEHICLE EMISSIONS AND THE MOVES MODEL

Mr. Reser, Staff, reported that U.S. EPA released its new vehicle emissions model, called MOVES (Motor Vehicle Emission Simulator) in March 2010. This new model is a significant upgrade to EPA's previous vehicle emissions model, MOBILE, which was first released in 1978. MOVES is based on analysis of millions of emission test results and considerable advances in EPA's understanding of vehicle emissions. Mr. Reser explained that MPO's are required to use the latest emissions model for all TIP and Plan transportation conformity determinations and revisions to State Implementation Plans. He stated that EPA recognized the many technical challenges that MPO's must overcome in order to successfully implement MOVES and granted a two-year grace period until the use of MOVES is required. Mr. Reser reported that after months of work, OKI has completed the transition to MOVES.

Mr. Reser reported that MOVES results in higher emissions than the old model. However, there is no impact on federal funds nor does it impact the attainment of pollution standards. Mr. Reser stated that forecasted transportation emissions are lower than present.

Mr. Reser reported that EPA has said that OKI is the first MPO to use the MOVES model.

This item was presented for information only.

ITEM #5: REGIONAL AIR QUALITY STATUS REPORT AND CLEAN AIR PROGRAM UPDATE

Mr. Reser, Staff, reported that according to the American Lung Association State of the Air 2010 Report, the Cincinnati metropolitan area ranked #18 most polluted for Ozone (#15 in 2009) and #9 most polluted for PM2.5 (#8 in 2009).

Mr. Reser reported that the OKI region attained the federal air quality standard for ozone this past May. He explained that transportation contributes to about half of ozone precursor emissions for the OKI Region.

Mr. Reser reported that there were 51 ozone exceedances during the summer of 2010, the most taking place at the Sycamore monitor. Mr. Reser explained that the EPA looks at a three year average of ozone concentrations. He pointed out that numerous things have been done to help improve ozone levels including cleaner power plants and engines; reformulated and low RVP gas; and CMAQ projects, including clean buses and intersection improvements, and the Regional Clean Air Program.

Mr. Reser reported that the region is in attainment for the 24-hour standard for Particulate Matter 2.5 (PM2.5) and is in nonattainment for the annual standard, however a redesignation request is pending. He stated that in the OKI region, transportation contributes to 35% of the PM2.5 emissions.

Mr. Reser explained that numerous actions have been taken to address PM2.5 including cleaner coal-burning power plants, lower sulfur diesel fuel, EPA clean diesel engine standards, Ohio Diesel Emission Reduction Grants, and National Clean Diesel and Recovery Act (ARRA) funding. Locally there are several diesel emission reduction projects including the replacement of excavators and bulldozers at the J.R. Jurgensen Company, Norfolk Southern's double stack clearance project, Indiana & Ohio's repower of two switcher locomotives with ultraclean genset technology, 60 new school buses, and 176 school bus retrofits.

Mr. Reser stated that the region is making progress with monitored attainment for both ozone and PM2.5. However he pointed out that new ozone standards will put the regional back in nonattainment. The region will, however, remain eligible for CMAQ funding.

Ms. Fry, Staff, provided an update on the Regional Clean Air Program. She explained that OKI continues to manage the region's only voluntary clean air awareness program in order to communicate air quality issues to the general public in terms that are understandable and informative. She explained that one of OKI's main charges is to disseminate information when a smog alert is called. Smog alerts are issued when weather conditions and air quality levels warrant. There are more than 1,600 participants on OKI's distribution lists.

Ms. Fry reported that nine smog alerts were issued this summer and that the region was under alerts for a total of 25 days. There were 51 exceedances of the 8-hour ozone standard and four PM2.5 readings over the allowed 24-hour average.

Ms. Fry stated that another main component of OKI's Regional Clean Air program is the advertising campaign. The "It All Adds Up" advertising campaign was utilized again this summer. The campaign was developed by FHWA and further developed by MVRPC.

Partnering with these two agencies allowed OKI to save more than \$250,000 over a three year period. The campaign includes three 30 second radio spots, three 30 second television spots, and three print ads. Ms. Fry explained that they also placed internet ads and maintained the DoYourShare.org website. Social media efforts were also ramped up by utilizing Facebook and Twitter. In addition, staff attended a variety of events throughout the region. She reported that the Do Your Share painted wall was maintained in downtown Cincinnati which is seen by 100,000 commuters every day. The message on the wall was freshened up last fall with new artwork.

Ms. Fry reported that during the 2010 campaign, the program received \$100,000 in free radio PSAs and promotions and \$250,000 in free TV PSAs.

This item was presented for information only.

ITEM #6: EVALUATION OF THE REGIONAL CLEAN AIR MARKETING CAMPAIGN

Ms. Fry, Staff, explained that this resolution seeks authority to enter into a contract with a selected vendor to conduct a household telephone survey and follow-up analysis measuring the effectiveness of the regional clean air marketing campaign. She reported that OKI conducted a Request for Qualifications process to select a qualified vendor to conduct this work. Responses are due at the close of business today, at which time a review committee will evaluate submissions and make a recommendation to the Executive Director as to which vendor best suits the needs of the RFQ.

Ms. Fry stated that this resolution seeks the authorization to enter into a contract with the selected vendor not to exceed \$40,000 so that OKI can proceed, without delay, work on the project.

Ms. Fry explained that OKI has found it both effective and necessary to conduct a survey and analysis of the clean air marketing campaign every other year to determine the value of the advertising efforts. She explained that the survey and analysis also allows OKI to gather information about the efforts people take to reduce air emissions. This information is used both when making decisions relative to the program as well as in the application for federal funding.

Ms. Fry pointed out that this expenditure has been approved as an eligible expense by FHWA, ODOT, and KYTC.

Ms. Reis moved that the Board of Directors approve Resolution OKI 2010-30 regarding the evaluation of the Regional Clean Air marketing campaign. Mr. Grieme seconded the motion; motion carried.

ITEM #7: FY2011-2012 SECTION 604(b) WATER QUALITY GRANT (OHIO)

Ms. Wittke, Staff, stated that this request is for authorization to accept federal pass-through funding from the Ohio Environmental Protection Agency to carry out OKI's water quality program in the Ohio portion of the region, and to execute the grant during FY2011 and FY2012.

Ms. Maticic moved that the Board of Directors approve Resolution OKI 2010-31 concerning the execution of the FY2011-2012 Section 604(b) water quality grant. Mr. Reed seconded the motion; motion carried.

ITEM #8: INTERMODAL COORDINATING COMMITTEE REPORT

Mr. Paine, Staff, reported that the Intermodal Coordinating Committee met Tuesday, October 12 and heard several presentations, including a presentation regarding roundabouts from the Butler County Engineer's Office and updates regarding the Regional Freight Plan and the status of air quality in the region.

Mr. Paine stated that the ICC reviewed and recommends approval of Resolution 2010-32, amendment #30 to the OKI TIP.

A. Amendment #30 of the FY 2008-2011 Transportation Improvement Program

Mr. Paine, Staff, explained that the amendment reflected in the revised resolution lists 1 highway project in Ohio, 2 highway projects in Kentucky, 1 highway project in Indiana, and amendments to transit projects for Butler County RTA, Middletown Transit System, OKI Sections 5316 and 5317 (JARC and New Freedom projects) and SORTA that are recommended for addition or revision in the current TIP. Because the scope, cost, and timing of included projects is subject to periodic change, and because new projects are continually being developed, the TIP is formally amended several times a year, as needed.

Mr. Gordon moved that the Board of Directors approve Resolution OKI 2010-32 concerning Amendment #30 of the FY 2008-2011 Transportation Improvement Program. Mr. Bogard seconded the motion; motion carried.

ITEM #9: CONSENT AGENDA

President Pendery stated that each month a written report of committee activities is mailed to the Board of Directors. This mailing includes September Consent Agenda Items.

- A. Regional Planning
 - Regional Land Use Commission
 - Regional Greenspace Office

- B. Transportation
 - Regional Freight Planning
 - Environmental Justice Advisory Committee

- C. Environmental
 - Water Quality Program

Mr. Reed moved that the Board of Directors approve the consent agenda as mailed. Ms. Maticic seconded the motion; motion carried.

- D. Committee announcements and/or updates

There were no committee announcements and/or updates.

ITEM #10: OTHER BUSINESS

President Pendery reminded everyone that the next meeting of the OKI Executive Committee is scheduled for 10:30 a.m., November 10, 2010 in the OKI Board Room.

ITEM #11: ADJOURNMENT

There being no further business, Mr. Reed moved that the Board of Directors meeting be adjourned. Judge Moore seconded the motion; motion carried. The meeting adjourned at 11:47 a.m.

STEVE PENDERY, PRESIDENT

MARK R. POLICINSKI, SECRETARY

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October142010.BoardofDirectors.Minutes
Transcribed: 10/19/2010

OKI Board of Directors

01/14/2010 02/11/2010 03/11/2010 04/08/2010 05/13/2010 06/10/2010 08/12/2010 09/09/2010 10/14/2010

Edwin H. Humphrey Clermont County Board of Comm.	Y	Y	Y	Y	Y	Y	E	Y		E									
Steven Jaeger City of Edgewood																			
Hans Jindal ODOT	R	Y	Y	Y	Y	Y	R	Y	Y	R	Y								E
Gregory V. Jolivet Butler County Board of Comm.		E			R					R									
Michael F. Juengling Butler Co. Plann. Comm.	E	E	Y	Y	Y	Y	Y	Y	Y	Y	R	E	Y						Y
Eric H. Kearney Ohio State House	Y	Y					E	E	E	E	E		E						E
Kris Knocheimann Kenton County Fiscal Court	Y				Y														
Martin Kohler City of Middletown	Y	Y	Y	Y	Y		E	E	E	Y	Y	Y	Y						Y
David Linnerberg Green Township	E	R	Y	Y		Y	E	R					Y						
MaryLynn Lodor																			
Virgil Lovitt, II City of Sharonville	E				E								E						E
Patrick J. Manger, P.E., P.S. Clermont County Engineer																			
Christine L. Matalic Liberty Township Board of Trus	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Larry Maxey	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	E					
Mark McCormack Dearborn County Plan Commissio	E	Y					E	E	Y	Y	Y	Y	Y	Y					Y
Robert K. McGee Union Township Trustee	Y	Y	Y	Y	Y	Y	Y	R	Y	Y	Y	Y	Y						

OKI Board of Directors

	01/14/2010	02/11/2010	03/11/2010	04/08/2010	05/13/2010	06/10/2010	08/12/2010	09/09/2010	10/14/2010				
Stan Williams, AICP													
Warren County Reg. Planning Co													
David G. Young	R	E	Y							R	R	R	
Warren County Board of Commiss													

Y= ATTENDED
 E= EXCUSED
 R= REPRESENTED

EXHIBIT 3-A

INTERMODAL COORDINATING COMMITTEE REPORT

ITEM # 3-A

**AMENDMENT #31 OF THE OKI FISCAL YEARS 2008-2011
TRANSPORTATION IMPROVEMENT PROGRAM**

- DESCRIPTION:** The attached exhibit, in resolution form, describes the specific revisions proposed.
- BACKGROUND:** OKI is responsible for preparing biennially a four-year program of projects in this region that will make use of available Federal-Aid Highway funds and Federal Transit Administration funds. Inclusion in this program is a prerequisite for such federal assistance. Because the scope, cost, and timing of the included projects are subject to periodic change, and because new projects are continually being developed, the TIP is formally amended several times a year, as needed.
- The amendment reflected in the proposed resolution lists 6 highway projects in Ohio, 5 highway projects in Kentucky, 1 highway project in Indiana and several transit projects for Clermont Transportation Connection, Middletown Transit and SORTA that are recommended for addition or revision in the current TIP with existing funding.
- Prior to presentation to the Executive Committee, the proposed changes are reviewed by staff and presented to the Intermodal Coordinating Committee. The Intermodal Coordinating Committee considers the issue, and makes a recommendation to the Executive Committee.
- AUTHORITY:** 23 CFR, §450.324.
- FUNDING:** The fiscally constrained items proposed for amendment have an associated funding amount and source specified. Staff has determined that there is adequate funding available, or anticipated to be available, and the funding amounts are shown in year of expenditure figures for these projects.
- ACTION RECOMMENDED:** Adoption of Resolution OKI 2010-33.
- EXHIBIT:** Resolution (OKI 2010-33) Concerning Amendment #31 of the OKI Fiscal Years 2008-2011 Transportation Improvement Program.

RESOLUTION

**OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS**

**CONCERNING AMENDMENT #31 OF THE
FISCAL YEARS 2008 – 2011 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

WHEREAS, the amendments are consistent with the *OKI 2030 Regional Transportation Plan* adopted on June 12, 2008 and the OKI Regional ITS Architecture adopted on March 13, 2008; and

WHEREAS, these amendments are consistent with OKI's previous air quality conformity analysis of June 12, 2008 and approved by the Federal Highway Administration on September 26, 2008 and it has been determined through interagency consultation that a new conformity finding is not needed; and

WHEREAS, for amendments involving exempt projects as listed in 40 CFR Part 93.126 are exempt from transportation conformity requirements and public review is not required as per the OKI Participation Plan; and

WHEREAS, for amendments involving non-exempt projects that are not regionally significant, both public review and transportation conformity determination are required. These projects may rely on a previous regional emissions analysis and the public participation process consists of posting the amendment and conformity reports on OKI's website and the opportunity to comment for at least 30 days prior to the OKI Executive Committee/Board of Directors action; and

WHEREAS, amendments involving non-exempt projects that are regionally significant must be listed in the Metropolitan Transportation Plan (MTP). If these projects are not listed in the MTP, public participation is provided through either a series of public meetings and a public hearing related to the MTP Update, or, if the TIP amendment for a capacity project occurs in the interval between MTP updates, through a public hearing to amend the MTP and a new conformity determination is required; and

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

WHEREAS, this amendment will result in a TIP that remains fiscally constrained;

NOW THEREFORE BE IT RESOLVED, that the Executive Committee of the Ohio Kentucky Indiana Regional Council of Governments, at its regular meeting on November 10, 2010 hereby amends the Fiscal Years 2008 – 2011 Transportation Improvement Program as listed below:

STEVE PENDERY, PRESIDENT

OKI MPO
PROPOSED ACTIONS--TIP AMENDMENT #31
 November 10, 2010

OHIO PROJECTS

PID	MTP ID	Project Title	Project Description and Action	Sponsor	Fund Type	Phase	TIP Fiscal Years					
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11
83811	O/M	BUT SR 732-0.00	Add: resurface SR 732 throughout Butler County, omitting the City of Oxford. A/Q Status: Exempt	ODOT	STP	CON					\$2,415,600	
					State	CON					\$603,900	
					Total Project Estimate: \$3,019,500					Sale Date: 4th Quarter FY 2011		
NP	p. 12-11	HAM Symmes Township	Add: Construct sidewalks at various locations along both sides of US 22 in Symmes Township. A/Q Status: Exempt	OKI	OKI-TE	CON						\$713,400
					Local	CON						\$178,350
					Total Project Estimate: \$891,750					Sale Date: Fiscal Year 2013		
83518	O/M	HAM SR 264-0.00	Add: Resurface portions of SR 264 and SR 747. On SR 264 from the Cleves northern corp line to the Cincinnati corp line. On SR 747, inside Glendale. A/Q Status: Exempt	ODOT	STP	CON					\$2,362,800	
					State	CON					\$590,700	
					Total Project Estimate: \$2,953,500					Sale Date: 4th Quarter FY 2011		
84444	O/M	HAM SR 562-0004L	Add: Rehabilitate bridge HAM-562 0.04L by replacing the concrete deck and related rehabilitation work. Bridge on ramp from WB SR 562 to SB IR 75. A/Q Status: Exempt	ODOT	IM	CON					\$1,215,000	
					State	CON					\$135,000	
					Total Project Estimate: \$1,350,000					Sale Date: 4th Quarter FY 2011		
81624	O/M	WAR SR 132/133-0.00/0.54	Add: Resurface portions of SR 132 and SR 133 in Warren County. Includes minor bridge rehabilitations and 3 culvert replacements. A/Q Status: Exempt	ODOT	State	PE			\$26,519			
					State	ROW				\$78,900		
					STP	CON					\$4,540,800	
					State	CON					\$1,135,200	
					Total Project Estimate: \$5,781,419					Sale Date: 4th Quarter FY 2011		
82957	O/M	WAR Culverts FY 2012	Add: Line small culverts WAR-22-1745, WAR-22-1753. Replace culvert WAR-123-0208. A/Q Status: Exempt	ODOT	State	PE			\$17,380			
					State	ROW				\$8,700		
					STP	CON					\$461,120	
					State	CON					\$115,280	
					Total Project Estimate: \$602,480					Sale Date: 4th Quarter FY 2011		

KENTUCKY PROJECTS

Project	MTP ID	Project Title	Project Description and Action	Sponsor	Fund Type	Phase	TIP Fiscal Years					
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11
6-14.00	p. 8-25	IR 75/KY 536 Interchange (Boone County)	Revise: Reconstruct the KY 536 (Mt. Zion Road) interchange. Toll credits A/Q Status: Analyzed	KYTC	IM	DES	\$1,500,000					
					IM	ROW				(previously \$1,250,000)	\$3,940,000	
					IM	UTIL					(previously \$1,000,000)	\$2,480,000
					IM	CON					(previously \$16,000,000)	\$8,000,000
					Total Project Estimate: \$15,920,000					Letting: Fiscal Year 2014		
6-18.00	p. 8-25	KY IR 75/KY 338 Interchange (Boone County)	Revise: Reconstruct the KY 338 (Richwood Road) interchange. Toll credits A/Q Status: Analyzed	KYTC	IM	DES	\$1,500,000					
					IM	ROW				(previously \$1,750,000)	\$2,850,000	
					IM	UTIL				(previously \$1,500,000)	\$1,800,000	
					IM	CON					(previously \$18,000,000)	\$10,530,000
					Total Project Estimate: \$16,150,000					Letting: Fiscal Year 2013		
6-8105.01	p. 8-27	New Route (Campbell County)	Revise: Transportation Improvements to AA-IR 275 Connector. Toll credits A/Q Status: Analyzed	KYTC	HPP	DES	\$400,000					
					HPP	ROW					(no change)	\$2,000,000
					HPP	UTIL					(no change)	\$1,000,000
					HPP	CON					(previously \$2,600,000)	\$5,399,401
					Total Project Estimate: \$8,799,401					Letting: Fiscal Year 2011		
6-17.04	p. 8-29	IR 75 Brent Spence Bridge (Kenton County)	Add: Transportation improvements to the Brent Spence Bridge. Toll credits A/Q Status: Analyzed	KYTC	HPP	ROW					\$16,540,000	
					HPP	UTIL					\$4,300,000	
					Total Estimate: \$20,840,000					Letting: Fiscal Year 2011		
6-1070.00	O/M	West 15th Street	Add: Replace bridge and approaches over CSX RR in Covington. Toll credits A/Q Status: Exempt	KYTC	BRZ	DES					\$200,000	
					BRZ	ROW						\$200,000
					BRZ	UTIL						\$150,000
					Total Estimate: \$550,000					Letting: Unscheduled		

OKI MPO
PROPOSED ACTIONS--TIP AMENDMENT #31
 November 10, 2010

INDIANA PROJECTS

Des #	MTP ID	Project Title	Project Description and Action	Sponsor	Fund Type	Phase	TIP Fiscal Years					
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11
0902173	O/M	US 50 at Doughy Road	Revise: add ROW phase to district intersection improvement project (horizontal sight correction) at US 50 and Doughy Road. A/Q Status: Exempt	INDOT	STP	ROW					\$106,400	
					State	ROW				\$26,600		
					STP	CON				\$668,223		
					State	CON				\$167,056		
					Total Project Estimate: \$968,279							Letting Date: Fiscal Year 2011

O/M--Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See Goal 6: Emphasize the Preservation of the Existing System, 2030 MTP, page 1-8.

Clermont Transportation Connection (revised 11-10-10--TIP Amendment #31)

Delete	Modify	Add	T #	MPO	Transit System	FTA ALI Code	Project Description	PID	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
		X		OK1	CTC	30.09.01	Biodiesel Fuel					Exempt	Capital	2011	Yes	\$2,401,000	CMAQ-S			\$60,000		\$300,000

Middletown Transit System (revised 11-10-10--TIP Amendment #31)

Delete	Modify	Add	T #	MPO	Transit System	FTA ALI Code	Project Description	PID	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
		X	L-928	OK1	MTS	11.7C.00	ADA Paratransit Service					Exempt	Capital	2011	Yes	\$135,918	STP-S			\$33,979	General Funds	\$169,897

SORTA (revised November 10, 2010--TIP Amendment #31)

Delete	Modify	Add	T #	MPO	Transit System	FTA ALI Code	Project Description	PID #	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding	Federal Funding Source	State Funding	State Funding Source	Local Funding	Local Funding Source	Total Project Cost
				OK1	SORTA	11.7A.00	Preventive Maintenance Driveaway					Exempt	Capital	2011	Yes	\$4,078,388	ODOT Attributable STP			\$1,019,597	City of Cincinnati	\$5,097,985
				969	OK1	SORTA	11.44.03	Reconfiguration-2009 project				Exempt	Capital	2011	Yes	\$264,000	5307 - Urban Formula			\$68,000	Dedicated local tax	\$330,000
X				1566	OK1	SORTA	11.42.09	Video System Parts-2009 project				Exempt	Capital	2011	Yes	\$72,000	5307 - Urban Formula			\$18,000	Dedicated local tax	\$90,000
				2024	OK1	SORTA	11.42.10	Fare Collection System				Exempt	Capital	2011	Yes	\$3,360,000	5307 - Urban Formula			\$840,000	Dedicated local tax	\$4,200,000

DEFINITIONS:
Delete:
DEL = Completely deleted from the STIP
REPR = Reprogrammed into another project TIP
Modify: Modified items are in bold
AMNT = Dollar amounts have changed
DESC = Description has changed
FISC = Project is now fiscally constrained
FUND = Source of funding has changed
ALI = ALI code has changed
YEAR = Year has changed
Add:
NEW = Completely new project in the STIP
ILLU = Moved from the illustrative table
MAST = Moved from the master STIP list to the
REPL = Replaced another ARRA project T-0000

EXHIBIT 3-B

INTERMODAL COORDINATING COMMITTEE REPORT

ITEM#3-B**AMENDMENT 3A- OKI 2030 REGIONAL TRANSPORTATION PLAN****BACKGROUND:**

This item is presented to the OKI Executive Committee for consideration of an adjustment to a previously approved amendment to the current *OKI 2030 Regional Transportation Plan*.

On January 14, 2010, the OKI Board of Directors approved Amendment 3 of the OKI Regional Transportation Plan. The Amendment included several items including the Ohio High Speed Intercity Passenger Rail Plan (3C Quick Start Corridor Program), the Kennedy Connector project requested by the City of Cincinnati and adjustments to air quality analysis years for a KY-237 and KY-16 roadway projects in Boone County Kentucky.

Approval of the Amendment 3 has been pending awaiting a financial plan for the 3C project. Without the 3C Rail Quick Start financial plan, the Federal Highway Administration (FHWA) cannot issue an air quality conformity determination. This has the effect of preventing all the projects included in Amendment 3 from advancing. Amendment 3A proposes the advancement of all of the projects in Amendment 3 except for the 3C Rail project until such time as the Ohio DOT has developed a financial plan. The projects in Amendment 3A underwent public review and meet air quality and fiscal constraint.

**ACTION
RECOMMENDED:**

Adoption of Resolution OKI 2010-34 Adopting the *Amendment 3A – OKI 2030 Regional Transportation Plan*.

EXHIBITS:

(1) Resolution OKI 2010-34, (2) *Amendment 3A – OKI 2030 Regional Transportation Plan*.

RESOLUTION
OF EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
CONCERNING AMENDMENT 3A-
OKI 2030 REGIONAL TRANSPORTATION PLAN

WHEREAS, OKI has adopted a regional transportation plan that was developed through public participation and coordination with local and state governments as part of the transportation planning process; and

WHEREAS, the plan, entitled *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* was originally adopted by OKI's Board of Directors on June 12, 2008; and

WHEREAS, the previous Plan Amendment 3 proposed incorporating of several projects including the Ohio High Speed Intercity Passenger Rail Plan (3C), the Kennedy Connector road project and technical adjustments related to air quality analysis for Kentucky projects on KY-237 and KY 16; and

WHEREAS, the Ohio DOT has not completed a financial plan for the 3C Rail Plan, thus preventing a conformity determination and further development for all of the above projects; and

WHEREAS, in order to continue the advancement of the remaining projects this amendment creates Amendment 3A which includes all projects except the 3C Rail project and a future Amendment 3B which will include it once the financial plan is in place; and

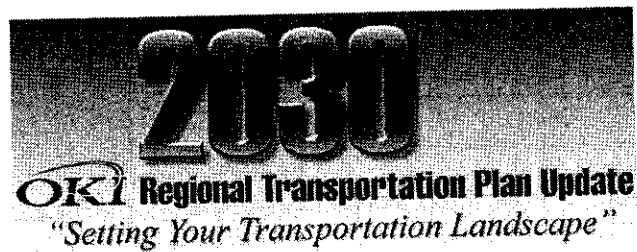
WHEREAS, the Plan is amended to meet the requirements of USC 23 Part 450 metropolitan planning provisions which are revised in the federal transportation funding bill known as SAFETEA-LU; and

WHEREAS, OKI prepared *Amendment 3A - OKI 2030 Regional Transportation Plan* that meets requirements for air quality conformity and financial constraints; and

NOW, THEREFORE, BE IT RESOLVED, that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of November 10, 2010 adopts the *Amendment 3A - OKI 2030 Regional Transportation Plan Amendment* and recommends that its members incorporate the amended plan recommendations into planning and implementation of transportation improvements for their respective governmental units.

STEVE PENDERY, PRESIDENT

Amendment 3A -
**OKI 2030 REGIONAL
TRANSPORTATION PLAN**



November, 2010

**Prepared by the
Ohio-Kentucky-Indiana
Regional Council of Governments**

Acknowledgments

Title Amendment 3A - OKI 2030 Regional Transportation Plan

Date November 10, 2010

Agency Ohio-Kentucky-Indiana Regional Council of Governments
Mark R. Policinski, Executive Director

Project Manager Robert W. Koehler, P.E.

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INTRODUCTION

This report constitutes an amendment to the regional transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area. The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* (the Plan) was originally adopted by the OKI Board of Directors on June 12, 2008.

On January 14, 2010, the OKI Board of Directors approved Amendment 3 of the OKI Regional Transportation Plan. That amendment included several items including the Ohio High Speed Intercity Passenger Rail Plan (3C Quick Start Corridor Program), the Kennedy Connector project requested by the City of Cincinnati and adjustments to air quality analysis years for a KY-237 and KY-16 roadway projects in Boone County Kentucky.

Approval of the Amendment 3 has been pending awaiting a financial plan for the 3C project. Without the 3C Rail Quick Start financial plan, the Federal Highway Administration (FHWA) cannot issue an air quality conformity determination. This has the effect of preventing all the projects included in Amendment 3 from advancing. Amendment 3A proposes the separation of all the projects in the original Amendment 3 be incorporated into 3A except the 3C Rail project. The rail project will be presented as a future Amendment 3B once the Ohio DOT has developed a financial plan. The projects in Amendment 3A underwent public review and meet air quality and fiscal constraint.

A copy of the full *OKI 2030 Regional Transportation Plan* is available on CD, printed document or on-line at www.oki.org.

The OKI 2030 Plan has fiscal capacity to accommodate the project and the emissions impacts are positive. Following is a more detailed description of each.

PROJECT RECOMMENDATIONS

Kennedy Connector

The purpose of the project is to address the substandard geometry, improve the capacity and safety, and support future development along the Ridge Avenue corridor in the Community of Oakley. The project will build a parallel route next to Ridge Avenue by extending Kennedy Avenue to the south from the Kennedy Avenue and Duck Creek Road intersection to the Madison Road and Camberwell Road intersection. The estimated cost of the new five-lane roadway is \$12 million. See the Figure 1 below.

Figure 1



Air Quality Analysis Year Adjustments

Minor adjustments to analysis years is performed to meet the requirements of air quality conformity analysis. Analysis years for projects #6-8001 KY-237 Boone County and #6-344 KY-16 Kenton County are revised from 2010 to 2015. More information is included the Transportation Air Quality Conformity section later in this document (see Figure XX).

Project Costs

The Kennedy Connector is the only new or revised project requiring consideration of the fiscal constraint element of the plan. See Figure 2 below.

Figure 2

(cost for stations includes 20% contingency)

Action	Description	Cost Estimate
Add	Kennedy Connector - Extend Kennedy Ave to the Madison Rd and Camberwell Rd intersection. New ramp to SR-562 and I-71 south.	\$12.00 million
	Total	\$12.00 million

AMENDED FISCAL CONSTRAINT DETERMINATION

Figure 3 is a copy of the revenue estimates from the original Plan (Figure 15-1). The average annual funding is derived from several years of Transportation Improvement Program (TIP) data and includes formula funds, non formula funds and local matching funds. OKI expects that revenue trend to continue, therefore no adjustments are made at this time. Figure 4 shows the original and amended information related to regional plan expenditures by mode. Figure 5 presents the Regional Summary of Available Revenues & Expenditures by State.

The OKI Plan monitors fiscal constraint by state because the revenue sources vary by state and the expenditure decisions are primarily made by the individual states.

Amendment 3A involves only one Ohio project and Ohio funds. Fiscal constraint of the Plan is therefore maintained as demonstrated in Figure 6. The estimated available Ohio funds uncommitted (\$222,631,360 – \$26,200,000 for amendment 2 = \$196,431,360) exceeds the funds required for the amendment 3A (\$12,000,000), therefore fiscal constraint is maintained.

**Figure 3
Transportation Funds Summary by State**

Estimated Annual Revenues	Annual Avg	Planning Period Total Available	TIP	Balance Available
Ohio New Capacity Total	117,596,625	3,002,150,431	470,386,500	2,531,763,931
OH O&M Total	98,451,125	2,463,149,090	393,804,500	2,069,344,590
OH Non-Hwy Total	21,143,125	528,979,929	84,572,500	444,407,429
State of Ohio Total		5,994,279,449	948,763,500	5,045,515,949
Net OH Available (capacity + non-hwy)				2,976,171,360
KY New Capacity Total	68,506,750	1,713,970,652	274,027,000	1,439,943,652
KY O&M Total	15,962,875	399,375,233	63,851,500	335,523,733
KY Non-Hwy Total	1,339,375	33,509,828	5,357,500	28,152,328
State of KY Total		2,146,855,713	343,236,000	1,803,619,713
Net KY Available (capacity + non-hwy)				1,468,095,980
IN New Capacity Total	2,875,000	71,929,636	11,500,000	60,429,636
IN O&M Total	5,035,875	125,992,577	20,143,500	105,849,077
IN Non-Hwy Total	388,875	9,729,265	1,555,500	8,173,765
State of IN Total		207,651,478	33,199,000	174,452,478
Net IN Available (capacity + non-hwy)				68,603,402
Region Total	331,068,625	8,348,786,641	1,325,198,500	7,023,588,141

**Figure 4
Regional Summary of Plan Expenditures (millions)**

	Original Plan	Amendment 2	Amendment 3
Operations & Maintenance	\$ 2511	\$ 2511	\$ 2511
Roadway*	\$ 6299	\$ 6299	\$ 6311
Bus and Rail Transit	\$ 767	\$ 793	\$ 793
Intelligent Transportation Systems	\$ 66	\$ 66	\$ 66
Freight	\$ 69	\$ 69	\$ 69
Bicycle and Pedestrian	\$ 28	\$ 28	\$ 28
TOTAL	\$ 9740	\$ 9766	\$ 9778

*Includes Brent Spence Bridge Replace/rehab.
Source: OKI.

**Figure 5
Regional Summary of Available Revenues & Expenditures by State**

State	Non O&M Revenues	Non O&M Costs	Difference
Ohio	2,976,171,360	-2,753,540,000	222,631,360
Kentucky	1,468,095,980	-1,451,030,000	17,065,980

Indiana	68,603,402	-66,360,000	2,243,402
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Revenues related to 3C not included in the OKI Regional Summary. These are considered new funds to the region.

Figure 6
Demonstration of Fiscal Constraint
(Ohio portion of the region only)

Estimated available funds for all Ohio projects (see Fig. 15-1, June 08 Plan)	\$2,976,171,360
Total cost of Ohio projects in June 2008 Plan	\$2,753,540,000
Estimated available Ohio funds uncommitted	\$222,631,360
Net Change in cost for new projects in Amendment 2	\$26,250,000
Net Change in cost for new projects in Amendment 3A	\$12,000,000
Remaining available funds	\$184,381,360

TRANSPORTATION AIR QUALITY CONFORMITY

The following Figure 7 includes descriptions of the OKI Travel Demand Model network coding changes required to generate vehicle miles traveled and speed changes necessary for the emissions analysis. EPA's MOBILE6.2 was used to generate emission factors unique to local parameters. Details on the OKI Travel Model and the generation of emission factors can be found in the technical document "Air Quality Conformity Determination of the Amended OKI 2030 Regional Transportation Plan and the OKI FY 2008-2011 Transportation Improvement Program", January 2010. The resulting emission estimates were used in the air quality conformity analysis for this Transportation Plan amendment. All projects included in this amendment are regionally significant and subject to transportation conformity requirements (non-exempt).

Figure 7
Amendment #3A
Changes to Transportation Networks

I D	State	County	Facility	Description	Scope Change	Original AQ Analysis Year	Revised AQ Analysis Year
6-8001.10	Kentucky	Boone	KY 237	Reconstruct and widen from US 42 at Gun Powder to Woodcreek Drive (south section)	No	2010	2015
6-8001.2	Kentucky	Boone	KY 237	Reconstruct and widen from Woodcreek Drive to Rogers Lane (middle section)	No	2010	2015
6-8001.25	Kentucky	Boone	KY 237	Reconstruct and widen from Rogers Lane to KY 18 (north section)	No	2010	2015
6-344.11	Kentucky	Kenton	KY 16	Reconstruct and widen from I-275 to south intersection of Old Taylor Mill Rd.	No	2010	2015
6-344.21	Kentucky	Kenton	KY 16	Reconstruct and widen from Hands Pike to the south intersection of Old Taylor Mill Rd.	No	2010	2015
LRP 679	Ohio	Hamilton	Kennedy Connector	Extend Kennedy Ave to the south to the Madison Rd and Camberwell Rd intersection. New ramp from the connector to the Norwood Lateral and I-71 south	Add	NA	2015

BACKGROUND

Amendment 3A includes all changes that were originally included as part of Amendment 3, with the exception of the "3C" passenger rail project. Amendment 3 was adopted by OKI in January 2010, however, federal approval is still pending due to uncertainties with Ohio's financial plan for the "3C" passenger rail project. Approval of Amendment 3A will allow the projects listed to proceed. Since the benefits of the 3C rail project were evaluated "off-model", the transportation networks used for the conformity analysis are identical to

those networks prepared for Amendment 3. The conformity table below, originally prepared for Amendment 3, has been modified to remove the impact of "3C" rail.

AMENDED CONFORMITY DETERMINATION FOR THE OHIO AND INDIANA PORTION OF THE NONATTAINMENT AREA

OKI has determined that the recommended projects in this amended *OKI 2030 Regional Transportation Plan* are consistent with the air quality goals of SIP and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. Figure 8 shows the ozone conformity analysis years and tests performed for the Ohio and Indiana portion of the nonattainment area. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Figure 9. Clinton County, Ohio is part of the ozone nonattainment area and is included in the VOC and NO_x totals. The emissions from the Ohio counties of Butler, Clermont, Hamilton and Warren include the impact of lower vapor pressure gasoline (7.8 RVP) as a SIP commitment. PM2.5 conformity analysis years and tests are found in Figure 10. Figure 11 shows the quantitative conformity finding for annual PM2.5 and NO_x emissions in the Ohio portion of the PM2.5 nonattainment area. Annual PM2.5 and NO_x emissions in the Indiana portion of the PM2.5 nonattainment area are found in Figure 12.

Figure 8

Conformity Analysis Years and Tests for the Ohio and Indiana Portion of the Nonattainment Area – Ozone

Analysis Year	Ozone Conformity Test	Which Requirement Fulfilled	Pollutants
2008	<=2008 Budget	Ozone budget year	VOC, NO _x
2010	<=2008 Budget	Interim year	VOC, NO _x
2020	<=2008 Budget	Interim year	VOC, NO _x
2030	<=2008 Budget	Last year of Plan	VOC, NO _x

Figure 9

Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion² of the Nonattainment Area

	2008	2010	2015	2020	2030
Ohio/Indiana VOC Budget			31.73	28.82	28.82
Ohio/Indiana VOC Emissions	40.92	38.39	27.73	24.97	23.19
Ohio/Indiana NO _x Budget			49.00	34.39	34.39
Ohio/Indiana NO _x Emissions	89.96	75.20	42.68	30.04	23.62

¹Includes Clinton County

²Dearborn County emissions are for the nonattainment portion only

Figure 10

Conformity Analysis Years and Tests for the Ohio Portion of the Nonattainment Area – PM2.5

Analysis Year	PM2.5 Conformity Test	Which Requirement Fulfilled	Pollutants
2010	<=2002 Baseline	First analysis year, no more than 5 years in the future	Direct PM2.5, NOx
2020	<=2002 Baseline	Intermediate year	Direct PM2.5, NOx
2030	<=2002 Baseline	Last year of Plan	Direct PM2.5, NOx

Figure 11

Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Ohio Portion of the Nonattainment Area

	2010	2020	2030
Ohio Annual Direct PM2.5 2002 Baseline	710.6	710.6	710.6
Ohio Annual Direct PM2.5 Emissions	402.4	252.3	251.9
Ohio Annual NOx 2002 Baseline	38057.8	38057.8	38057.8
Ohio Annual NOx Emissions	24076.7	9583.2	7412.9

Figure 12

Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Indiana Portion of the Nonattainment Area

	2010	2020	2030
Indiana Annual Direct PM2.5 2002 Baseline	9.76	9.76	9.76
Indiana Annual Direct PM2.5 Emissions	6.02	3.78	3.68
Indiana Annual NOx 2002 Baseline	571.28	571.28	571.28
Indiana Annual NOx Emissions	340.51	147.05	104.92

¹Dearborn County emissions are for the nonattainment portion only.

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone nonattainment area do not exceed the 2008 VOC or NO_x budget for the budget year 2008, the intermediate years 2010 and 2020, or the Plan year 2030.
- Annual Direct PM2.5 and annual NO_x emissions in the Ohio and Indiana portion of the PM2.5 nonattainment area do not exceed the 2002 baseline

emissions for the first analysis year 2010, the intermediate year 2020, or the Plan year 2030.

- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new annual PM2.5 violation or exacerbate an existing violation in the years before 2010 for the Ohio and Indiana portion of the PM2.5 nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the amended *OKI 2030 Regional Transportation Plan* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plan does not contain any transportation control measures (TCM's), therefore, nothing in amended *OKI 2030 Regional Transportation Plan* can interfere with their timely implementation.

AMENDED CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION OF THE NONATTAINMENT AREA

OKI has determined that the recommended projects in this amended *OKI 2030 Regional Transportation Plan* are consistent with the air quality goals of the Kentucky SIP and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. Figure 13 shows the ozone conformity analysis years and tests performed for the Kentucky portion of the nonattainment area. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Figure 14. PM2.5 conformity analysis years and tests are found in Figure 15. Figure 16 shows the quantitative conformity finding for annual PM2.5 emissions.

Figure 13
 Conformity Analysis Years and Tests for the Kentucky Portion of the
 Nonattainment Area – Ozone

Analysis Year	Ozone Conformity Test	Which Requirement Fulfilled	Pollutant
2008	<=2008 budget	Budget year	VOC, NOx
2010	<=2008 budget	Interim year	VOC, NOx
2020	<=2008 budget	Interim year	VOC, NOx
2030	<=2008 budget	Last year of Plan	VOC, NOx

Figure 14
 Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for
 the Kentucky Portion of the Nonattainment Area

	<u>2008</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2030</u>
N. Kentucky VOC Budget			9.76	10.07	10.07
N. Kentucky VOC Emissions	9.91	9.83	8.04	7.18	7.25
N. Kentucky NOx Budget			14.40	13.27	13.27
N. Kentucky NOx Emissions	21.28	18.68	11.61	8.36	6.37

Figure 15

Conformity Analysis Years and Tests for the Kentucky Portion of the Nonattainment Area – PM2.5

Analysis Year	PM2.5 Conformity Test	Which Requirement Fulfilled	Pollutants
2010	<=2002 Baseline	Analysis year no more than 5 years in the future	Direct PM2.5, NOx
2020	<=2002 Baseline	Intermediate year	Direct PM2.5, NOx
2030	<=2002 Baseline	Last year of Plan	Direct PM2.5, NOx

Figure 16

Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Kentucky Portion of the Nonattainment Area

	2010	2020	2030
N. Kentucky Direct PM2.5 2002 Annual Baseline	164.68	164.68	164.68
N. Kentucky Direct PM2.5 Annual Emissions	106.94	70.50	73.53
N. Kentucky Annual NOx 2002 Baseline	9509.84	9509.84	9509.84
N. Kentucky Annual NOx Emissions	6359.79	2840.75	2165.74

- VOC and NO_x emissions in the Kentucky counties of the nonattainment area do not exceed the SIP budget for the budget year 2008, the intermediate years 2010 and 2020, or the Plan year 2030.
- Annual Direct PM2.5 and annual NO_x emissions in the Kentucky portion of the nonattainment area do not exceed the 2002 baseline emissions for the first analysis year 2010, the intermediate year 2020, or the Plan year 2030.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new annual PM2.5 violation or exacerbate an existing violation in the years before 2010 for the Kentucky counties of the nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the amended OKI *2030 Regional Transportation Plan* contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plan does not contain any transportation control measures (TCM's), therefore, nothing in the amended OKI *2030 Regional Transportation Plan* can interfere with their timely implementation.

PUBLIC INVOLVEMENT

The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* was developed with significant attention to public involvement. Please refer to Chapter 2. Provisions for public comment on this Amendment 3A were provided through a public comment period and culminated in a resolution by the OKI Executive committee at its regular public meeting on November 10, 2010 at the OKI offices, 720 East Pete Rose Way, Suite 420, Cincinnati, Ohio. In addition, the elements included in this amendment were part of the robust public involvement effort for the original Amendment 3 in which the projects were advertised on the OKI website and through standing OKI committees. The public and interested individuals were also provided an opportunity to comment at a public hearing held at OKI on January 11, 2010 for the original Amendment 3. The projects have not changed and no adverse comments were received.

Through a qualitative evaluation, it is determined that this *Amendment 3A – OKI 2030 Regional Transportation Plan* ensures that low income populations and minority populations receive a proportionate share of benefits from federally funded transportation investments. The resulting projects will provide a more multimodal system, more connectivity and more travel options for travelers in the region.

EXHIBIT 4

CONSENT AGENDA



Ohio · Kentucky · Indiana
Regional Council of Governments

DATE: NOVEMBER 2, 2010

TO: OKI BOARD OF DIRECTORS

FROM: STEVE PENDERY, PRESIDENT

RE: CONSENT AGENDA ITEMS

Each month a written report of committee activities is mailed to the Board of Directors. At the meeting, action requested will be a motion to approve the committee reports.

Questions and/or concerns regarding committee reports may be directed to staff by calling (513) 621-6300 (staff extension is noted next to name in the report), or by e-mail at plan@oki.org.

Listed below are consent agenda items to be presented at the November 10, 2010 Board of Directors meeting.

A. Regional Planning

1. Regional Land Use Commission

Chair: Ken Reed

Staff: Emi Randall (ext. 239) erandall@oki.org

Jane Wittke (ext. 125) jwittke@oki.org

Travis Miller (ext. 110) tmiller@oki.org

On October 5 staff attended an Environmental Summit in Columbus facilitated by MORPC. The primary focus of the event was on green infrastructure and included information related to best local government practices and funding resources for planning activities.

On October 6 staff participated on a conference call organized by the National Association of Regional Councils (NARC) as the initial Regional Green Infrastructure Working Group. The call included an information exchange among regional councils working to develop green infrastructure.

Staff participated in the Clermont County Middle East Fork Balanced Growth stakeholders meeting October 13. Staff also provided technical assistance to comprehensive planning processes including attending the Plan Cincinnati Work Group for Land Use on October 14.

Steve Pendery
President

Mark R. Policinski
Executive Director

The Land Use Commission Steering Committee met on October 14. The agenda included review of the Ohio Commission on Local Government Reform and Collaboration (OCLGRC) report, discussion of the status of the Regional Sustainable Communities grant proposal submitted to HUD in August, and the discussion of formulating a Regional Planning Forum to be facilitated by OKI. The Steering Committee directed staff to monitor any actions resulting from the OCLGRC report and provide an update to the OKI Board in February. The Steering Committee also directed staff to proceed with facilitating a Regional Planning Forum for planners in the region to convene quarterly as proposed by staff.

On October 14, staff learned the OKI Regional Sustainable Communities grant proposal was not awarded funds by HUD. There were 45 successful recipients out of over 225 eligible applicants according to the correspondence received from HUD. Staff has requested a debriefing from HUD to learn what the deficiencies of our proposal were in order to improve future proposals.

On October 20 HUD announced recipients of the Sustainable Communities Challenge grants. The City of Cincinnati (\$2.4 million) and the City of Covington (\$359,300) were each successful applicants from our region.

Staff continued to provide assistance to the Hamilton County Regional Planning Commission on preparation for the upcoming HCRPC Sustainable Training Series workshop event planned for November 19. Staff attended the first of this workshop series held in Anderson Township October 22.

Staff evaluated the current Fiscal Impact Analysis Model partner participation program and began to refine staff time estimates based on the actual time spent updating annual partner data performed this month to ensure that the participation program expenses are accurate for current and future users in future years. Staff completed annual financial data updates in the FIAM for the City of Cincinnati, City of Hamilton, City of Monroe, City of Oxford, Anderson Township, Butler County, Campbell County and Dearborn County and is gathering data for the City of Independence and Boone County. Staff also began refining the FIAM excel model to be more user friendly.

2. Regional Greenspace Office

Staff: Margo Lindahl, (ext. 126) mlindahl@oki.org

As part of the current round of environmental consultations on the regional transportation plan, staff met with local agencies in Butler County on October 7 (in Butler County) and local agencies in Hamilton County on October 26 (at OKI). Five agencies participated in the Butler County session and seven agencies in the Hamilton County session. Both sessions included county planning agencies, Soil and Water Conservation Districts, and county storm water management districts. In addition, the Miami Conservancy District and county Natural Resources Conservation Service

participated in the Butler County session, and county and Cincinnati park agencies, Cincinnati storm water management utility, and ORSANCO participated in the Hamilton County session.

These sessions followed the "consultations" format, beginning with a review of natural resources with regional significance and a discussion of how these resources are potentially affected by -- or can be protected from -- impacts from transportation improvements and related development.

The outcomes of previous consultations with Clermont County (September) and recent consultations with Butler County were documented, reviewed, and integrated into documents under development. One document is to summarize the results of a survey of consultation participants and indicate local familiarity with the resources identified for state conservation or protection and with state plans and policies that identify these resources. The other document is to provide a regional perspective of local strategies that are in place or have potential to conserve resources of regional significance, based on discussion during the consultations.

Staff attended the annual fall event of the Northern Kentucky Community and Urban Forestry Council, which was held in Kenton County on October 21, and the Cincinnati Mayor's Green Lecture Series on trees on October 20. Both programs provided information useful for planning to conserve trees and urban forest.

Staff began expanding a database to facilitate planning for Green Infrastructure. Staff reviewed key data sources and added information in preparation for participating in a conference call arranged by the National Association of Regional Councils (NARC) on October 6. The call included an information exchange among regional councils working to develop green infrastructure and core members of the Regional Green Infrastructure Working Group recently established by NARC. OKI is building a database to facilitate planning for green infrastructure as a network of protected land and water resources (NARC's focus), which can include resources used for storm water management and also urban forests as elements of green infrastructure.

Staff responded to a request for nominations to the Natural Resources Assistance Council (NRAC) that reviews and selects projects for funding from the Ohio Clean Water Fund. The request came from the Administrative Liaison for the NRAC District that includes three counties in the OKI Region. Staff checked with local agencies currently serving on the NRAC whose terms are nearing expiration. They indicated the need for nomination to fill one vacancy, which staff subsequently coordinated with local agencies.

Staff helped prepare for and participated in the meeting of the Land Use Commission Steering Committee on October 14.

B. Transportation

1. Regional Freight Planning

Staff: Robyn Bancroft (ext. 211) rbancroft@oki.org

OKI Regional Freight Plan: The data collection effort is complete. The consultant is continuing to create GIS layers for OKI freight system maps. The consultant has also completed its shipper survey and shipper interviews. The compilation of the regional freight profile and forecast for the OKI and MVRPC regions is underway. The consultant's rail expert has scheduled meetings in November with Norfolk Southern and CSX to review rail operations.

OKI/Jurgensen DERG Project: Staff continues to coordinate with ODOD and Jurgensen to wrap up final items of the grant process. Jurgensen has scrapped their old equipment and staff will conduct an inspection and sign-off on the process in November.

ORDC (Norfolk Southern) CMAQ Double Stack Clearance Project: Bi-weekly conference calls continue between ORDC, NS and OKI staff to monitor the project's progress. Construction is expected to begin Spring 2011 with a completion date of Fall 2011.

Other Freight Activities: Staff attended the River Advisory Council meeting on October 7 and toured the recently renovated Cincinnati Barge & Rail Terminals on October 8.

2. Environmental Justice Activities

Staff: Florence Parker (ext. 103) fparker@oki.org

Staff forwarded an email to OKI's Disadvantage Business Enterprise (DBE) Certified Vendor Bid List from the Hamilton County Small Business Development Program informing vendors that space is still available to register for the free informational seminar "How Hamilton County Conducts Business."

Staff responded to a request from a DBE vendor seeking information about the process to follow in order to be listed on OKI's Disadvantage Business Enterprise (DBE) Certified Vendor Bid List.

Staff responded to a DBE vendor's inquiry to acknowledge receipt of documentation confirming the company's DBE status and assured the vendor that the company has been added to OKI's DBE Certified Vendor Bid List.

Staff forwarded an email to OKI's Disadvantage Business Enterprise (DBE) Certified Vendor Bid List from the African American Chamber announcing an upcoming "Small Business Contracting and Job Creation Briefing."

Staff forwarded an email to OKI's DBE Certified Vendor Bid List from the Hamilton County Reentry Program seeking a Program Director to coordinate the creation and implementation of a public-private reentry strategic plan for the county for the reintegration of offenders returning from the criminal justice system.

C. Environmental

1. Water Quality Program

Staff: Jane Wittke (ext.126) jwittke@oki.org
Bruce Koehler (ext.112) bkoehler@oki.org

General Water Quality Activities

In October OKI staff continued to respond to requests for determinations about whether wastewater facility projects would be in conformity with OKI's Regional Water Quality Management Plan prepared under Section 208 of the Clean Water Act. Conformity with OKI's "208" Plan is a condition before state agencies can issue permits for projects to proceed, and staff addressed conformity review requests about potential projects in Dearborn County and Hamilton County.

Throughout October, staff continued work on an updated 208 Plan for Butler, Clermont, Hamilton and Warren counties. Staff outlined a chapter on the management of onsite wastewater treatment systems, continued to pursue current data and information about wastewater collection systems and treatment plants from wastewater management agencies, and updated a GIS layer on treatment plants using information from current discharge permits.

Staff continued to gather and map information on wastewater collection systems and treatment plants and received zoning shapefiles from the Dearborn County Plan Commission as part of OKI's work for an updated 208 plan for Dearborn County.

Staff also obtained current discharge permit information for wastewater treatment plants in OKI's Northern Kentucky counties. Information from these permits was analyzed and tabulated and was then used to create a GIS attribute table, and the coordinate of each treatment plant was mapped.

On October 9, staff analyzed the conductivity of 78 water samples collected for Saturday Stream Snapshot, a volunteer monitoring program that focuses on the Little Miami River watershed but has expanded to include other watersheds of interest to OKI's Water Quality Program.

On October 15, staff gave an educational presentation and hands-on activity to three elementary school classes at the Butler County Water Festival. The

students learned about groundwater, aquifers, drinking water protection and permeability.

On October 16 staff sampled stream water quality at five sites and helped conduct laboratory analysis for the Great Miami River Water Quality Monitoring Project, a volunteer program managed by the University of Cincinnati, Friends of the Great Miami and Rivers Unlimited.

On October 18, staff participated in a meeting of the Reading Stormwater Advisory Committee, which consists of Reading's city engineer, safety service director, public works director and mayor. Staff serves on the committee as a representative of OKI and the Mill Creek Watershed Council of Communities.

On October 26, staff attended the annual stakeholder breakfast meeting of the Metropolitan Sewer District of Greater Cincinnati.

On several dates in October, OKI staff provided environmental information or guidance to the Metropolitan Sewer District of Greater Cincinnati, the Kentucky Division of Water, City of Sharonville, City of Reading, City of Aurora, Dearborn County GIS, City of Oxford, City of Lebanon, City of Hamilton, Whitewater Township, Federal Highway Administration-Ohio Division, and Friends of the Great Miami. In house, the water quality staff collaborated with OKI's GIS division to map wastewater treatment plants, drinking water protection areas, stream corridor management zones and related data.

Mill Creek Watershed Council of Communities

On October 7, OKI staff composed an article about Mill Creek canoe outings for the Watershed Council's website newsletter and edited other newsletter articles.

On October 26, the OKI staff member who serves as chair of the Watershed Council introduced the Council's staff to officials of the Metropolitan Sewer District of Greater Cincinnati (MSD) and discussed matters of common interest to MSD and the Watershed Council. On October 27, the OKI staff member who serves as chair of the Watershed Council spoke briefly on the Council's behalf at a board meeting of the Millcreek Valley Conservancy District.

On October 28, staff participated in a Watershed Council strategic planning session that refined goals and assigned action steps for the focus areas of outreach, education and projects.

Throughout October, OKI staff provided guidance and assistance to the Watershed Council's coordinator on a variety of organizational matters concerning the 2011 membership recruitment drive, water quality projects, governance, grants, communications, meeting agendas and education.

Groundwater Committee

During October staff drafted a summary of the September 15th meeting and began arrangements for presentations at the next meeting, which will focus on a groundwater contamination incident in Camden, Ohio (in Preble County) and the water security program of the Greater Cincinnati Water Works.

Next Meeting: December 15, 2010, at 10 a.m.