

MEETING NOTICE

INTERMODAL COORDINATING COMMITTEE

**NOVEMBER 10, 2009
9:30 A.M.**

**BOARD ROOM
720 EAST PETE ROSE WAY
SUITE 420**

PLEASE CONTACT REGINA FAUVER
AT (513) 621-6300, EXT. 128
or rfauver@oki.org
IF YOU HAVE ANY QUESTIONS

ICC MEETING MINUTES



**MINUTES OF THE
INTERMODAL COORDINATING COMMITTEE MEETING
OCTOBER 6, 2009**

COMMITTEE MEMBERS

Mr. Tim Reynolds, Chair, SORTA
Ms. Erin Donovan, 1st Vice Chair, City of Fairfield
Mr. Mike Bezold, 2nd Vice Chair, Kentucky Transportation Cabinet-District 6
Mr. Tim Bender, TANK
Ms. Megan Statt Blake (representing Mr. Foster), City of Trenton
Mr. John Braun, Cincinnati Cycle Club
Mr. Scott Brunka, City of Lebanon
Mr. Ben Capelle, Clermont Connection
Mr. Jung-Han Chen, City of Oxford
Mr. Kevin Chesar, City of Monroe
Mr. Kevin Costello, Boone County Fiscal Court
Mr. Ronald Davis, Butler County Regional Airport
Mr. Steve DeHart, Ohio Department of Transportation-District 8
Ms. Bernadette Dupont, Federal Highway Administration/Kentucky
Mr. Tom Ewing, Cincinnati USA Regional Chamber
Mr. Lawrence Fronk, Clermont County Transportation Improvement District
Mr. Timothy Gilday, Hamilton County Engineer's Office
Mr. Adam Goetzman, Green Township
Mr. Jerry Haddix, Warren County Transit Service
Mr. James (J.R.) Ham, Kentucky Transportation Cabinet
Mr. Ted Hubbard, Hamilton County Transportation Improvement District
Ms. Helen Hunter, League of Women Voters
Mr. Andrew Johns (representing Mr. Boso), Clermont County Planning Commission
Mr. Mike Juengling, Butler County Regional Planning Commission
Mr. Peter Klear, Campbell County Fiscal Court
Ms. Catalina Landivar, Hamilton County Regional Planning Commission
Ms. Sam McKinley, Sierra Club
Mr. Charles Meyers, Kenton County Engineer
Mr. Robert Nicolls, City of Middletown
Mr. John Niehaus, University of Cincinnati
Mr. Jim O'Reilly, First Suburbs Consortium of Southwest Ohio
Mr. Ronald Porter, Butler County Transportation Improvement District
Ms. Cheri Rekow, City of Cincinnati Aviation
Mr. Roger Rolfes, City of Edgewood
Mr. Steve Sievers, Anderson Township

Mr. Craig Stephenson, Clermont County Engineer's Office
Ms. Susan Thomas (representing Ms. Satzger), Port Authority
Mr. Reggie Victor, City of Cincinnati
Mr. Joe Vogel, City of Cincinnati
Mr. Robert Ware, Warren County Regional Planning Commission
Ms. Ashley Webb, Dearborn County Planning Commission
Mr. Greg Wilkens, Butler County Engineer
Mr. Bryan Williams (representing Ms. Kelly), City of Cincinnati
Mr. Cory Wright, Union Township
Mr. Robert Yoder, City of Newport

GUEST

Mr. Dick Cling, City of Cincinnati
Mr. Dion Connor, CDS Associates, Inc.
Ms. Vickie Fink, SORTA
Mr. Paul Gruner, GS&P
Mr. Rick Hively, ODOT
Mr. John Hunter, League of Women Voters
Ms. Norma Lawrence, American Structurepoint
Mr. Dan Unger, Northwest Local School Board
Mr. David Vomacka, CH2M Hill

STAFF

Mark Paine	Regina Fauver	Sarah Fry	Dave Shuey
Bob Koehler	Andy Reser	Andrew Rohne	Robyn Bancroft
John Heilman	Mary Luebbers	Brian Cunningham	Larisa Sims
Emi Randall	Jane Wittke	Summer Jones	Florence Parker

CALL TO ORDER

Mr. Reynolds, Chair, called the meeting to order at 9:40 a.m.

APPROVAL OF SEPTEMBER 8, 2009 MINUTES

Mr. Reynolds, Chair, asked if there were any corrections or amendments to the September 8, 2009 minutes. Mr. Klear moved to approve the minutes as presented. Mr. Bezold seconded the motion, motion carried.

SEPTEMBER EXECUTIVE COMMITTEE ACTIONS

Mr. Reynolds, Chair, asked the members to review the minutes of the September meeting of the Executive Committee.

SEPTEMBER TRANSPORTATION PLANNING PROGRESS REPORT

Mr. Reynolds, Chair, asked the committee members to review the monthly progress reports for September and comment as desired. There being no comments, the progress report for the Transportation Department was accepted.

LEGISLATIVE AFFAIRS UPDATE

Mr. Cunningham reported on the Legislative Affairs Update. Mr. Cunningham announced that last week the U.S. House and Senate voted on a one-month extension of the current transportation program. He stated that unfortunately, surface transportation funding has been largely overshadowed by other legislative endeavors—most notably healthcare reform.

Mr. Cunningham said the one-month stopgap will mean that Congress will need to go back quickly to resolve differences between the House and Senate over how long to extend the current transportation program. He stated that U.S. House Transportation Committee Chair James Oberstar (D-Minn.) last week agreed to a three-month extension to force lawmakers to deal with transportation funding and keep the current program going.

Mr. Cunningham also said that there are three committees in the Senate that have adopted an 18-month extension of the current program, which has also been supported by the Obama administration and U.S. Department of Transportation Secretary Ray LaHood.

Mr. Cunningham stated that there were two bills currently before the Ohio legislature that would ban the use of a handheld or manually operated mobile communications device. He said that House Bill 262, introduced by Rep. Michael DeBose of Cleveland, would ban the use of the devices as a secondary offense meaning that a driver could not be stopped for that reason alone. He also stated that HB 262 further provides for a license suspension where a driver is also involved in a crash.

Mr. Cunningham stated that House Bill 266, introduced by Representative Joseph Koziura of Lorain, would do the same except as a primary offense for which a driver could be stopped and cited. He said that both bills list exceptions for emergency calls, public safety personnel, and stopping to use the device, however, fines are imposed for violations.

Mr. Cunningham stated that both bills were referred to the Public Safety and Homeland Security Committee when introduced in August, however, thus far no further activity has occurred.

REGIONAL AIR QUALITY STATUS REPORT AND CLEAN AIR PROGRAM UPDATE

Mr. Reser presented the Regional Air Quality Status Report and Ms. Fry presented the Clean Air Program Update.

TIP ADMINISTRATIVE MODIFICATION #21

Mr. Paine reported on the administrative corrections for projects currently listed in the OKI FY 2008-2011 TIP. The corrections reflect changes to previously estimated costs or timing for various phases of a project. There is no change of scope associated with the changes and no formal amendment is needed.

Mr. Paine reported on TIP Administrative Modification #21. The administrative modification included one project in Ohio, 7 projects in Kentucky and 1 project in Indiana. In Ohio this included a revision to the US 22 project (PID 84109) in Warren County. The modification also

included 7 projects in Kentucky (Boone, Campbell and Kenton counties) and 1 project in Indiana, a revision to the funding for the George Street Bridge in Aurora.

Mr. Klear moved to approve the TIP Administrative Modification #21. Mr. Niehaus seconded the motion, motion carried.

FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM/AMENDMENT #20

Mr. Paine presented a resolution regarding the Fiscal Year 2008-2011 Transportation Improvement Program/Amendment #20. The amendment lists 3 highway projects to be added in Ohio; and 1 highway project to be revised in Kentucky.

Mr. Klear moved to accept Resolution 2009-31 Concerning Amendment #19 of the Fiscal Years 2008-2011 Transportation Improvement Program. Mr. Niehaus seconded the motion, motion carried.

JARC/NEW FREEDOM FEDERAL FUNDS ALLOCATED TO CINCINNATI AREA

Mr. Paine reported on the selection of projects to be funded with Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) Federal Funds allocated to the Cincinnati urbanized area. He reported that OKI was named the designated recipient for Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) – Section 5316 and New Freedom - Section 5317 Federal funds as defined by 49 U.S.C. for the Cincinnati urbanized area by the Governors of Ohio and Kentucky. The designated recipient is responsible for soliciting and competitively selecting qualified projects to be funded from the allocation of federal funds. In addition, the designated recipient must certify that the selected projects are derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan.

Mr. Paine reported that OKI solicited applications for Section 5316 and Section 5317 federal funds, set a deadline to receive completed applications, completed staff reviews and recommendations, ensured projects were derived from a locally developed Coordinated Public Transit-Human Services Transportation Plan and presented the project applications to the JARC/New Freedom Oversight Team. The ICC reviewed the recommendations from the JARC/New Freedom Oversight Team and recommends approval by the Board of Directors of the projects listed in the resolution and amendment of the fiscal year 2008-2011 TIP to include the projects.

Mr. O'Reilly moved to accept Resolution 2009-32 Concerning Selection of Projects to be funded with Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) Federal Funds Allocated to the Cincinnati Urbanized Area. Mr. Klear seconded the motion, motion carried.

DISCUSSION ON PROPOSED TIP PRIORITIZATION PROCESS REVISIONS

Mr. Koehler went over the comments that OKI received from the ICC committee members concerning the proposed revisions to the OKI Prioritization Process for Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) federal funds. Mr. Victor asked that Rail classification under facility recommend it be changed to Primary/Regional/Short Line.

Mr. Wright moved that a special meeting for the Prioritization Subcommittee be held to consider all comments and concerns received from the ICC. The motion was seconded by Mr. Bender, motion carried. Mr. Reynolds noted that staff will inform the ICC of the date and time of the Prioritization Subcommittee meeting.

OTHER BUSINESS

Mr. Reynolds reported that the RCC will be meeting following the ICC in the Large Conference Room.

Mr. Niehaus reported that a booklet for Ohio Pedestrian Laws is provided for ICC members on the back table.

Mr. Koehler reported that the Ohio GIS Conference Cincinnati Bike Route Guide won second place.

Mr. Koehler introduced Ms. Emi Randall the new OKI staff for the Regional Planning Commission.

NEXT MEETING

The next meeting of the ICC is scheduled for Tuesday, November 10, 2009 in the OKI Board Room at 9:30 a.m.

ADJOURNMENT

A motion was made by Ms. Donovan and seconded by Mr. Niehaus to adjourn the meeting at 10:55 a.m., motion carried.

Mark R. Paine
TIP Manager

/rbf
10/09/09

BOARD OF DIRECTORS 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 8, 2009--10:30 A.M.--OKI BOARD ROOM

- Call to Order

Judge Pendery, President called the meeting to order at 10:40 a.m. with the following members in attendance.

BOARD OF DIRECTORS

Judge Executive Steve Pendery, Campbell County Fiscal Court, President
Mr. Jeff Earlywine (representing Judge Moore), Boone County Board of Commissioners
Mr. Edwin Humphrey, Clermont County Board of Commissioners, First Vice President
Mr. Jeff L. Hughes, Dearborn County Board of Commissioners
Mr. Todd Portune, Hamilton County Board of Commissioners
Ms. Kimm Coyner (representing Mr. Young), Warren County Board of Commissioners
Ms. Sherry Carran, Covington, Kentucky
Mr. Michael Snyder, Fairfield, Ohio
Mr. Rick Lunnemann (representing Ms. Whalen), Florence, Kentucky
Ms. Teri Whitmore (representing Mr. Johnson), Hamilton, Ohio
Mr. Mark Fitzgerald, Loveland, Ohio
Mr. Tony Bradburn, Mason, Ohio
Ms. Charlene Hinners, Milford, Ohio
Ms. Beth Fennell, Newport, Kentucky
Mr. Doug Elliott (representing Mr. Bogard), Oxford, Ohio
Mr. James T. O'Reilly, Wyoming, Ohio
Mr. Robert McGee, Union Township
Ms. Catherine Stoker, West Chester Township

*Christine L. Matacic
President*

*Mark R. Policinski
Executive Director*

Board of Directors continued:

Ms. Christine Maticic, Butler County Association of Township Trustees & Clerks,
Past President
Mr. T.J. Corcoran, Clermont County Township Association
Mr. Elmo Rose, Warren County Association of Township Trustees & Clerks
Mr. Ken Rehtin, Campbell County Fiscal Court
Ms. Cathy Flaig, Boone County Fiscal Court
Mr. Michael F. Juengling, Butler County Planning Commission
Mr. Dwayne Boso, Clermont County Planning Commission
Mr. Mark McCormack, Dearborn County Planning Commission
Mr. Mel Martin (representing Mr. Okum), Hamilton County Regional Planning
Commission
Mr. Ralph B. Grieme, Jr., Northern Kentucky Area Planning Commission
Ms. Kim Lapensee, Warren County Regional Planning Commission
Mr. Charles Graves, Cincinnati (City) Planning Commission
Ms. Teri A. Whitmore, Hamilton (City) Planning Commission
Mr. Craig Beckley, Dearborn County Township Association
Mr. Keith Corman, Resident Member
Mr. Larry Maxey, Resident Member
Mr. Kenneth F. Reed, Resident Member, OKI Treasurer
Mr. V. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs
Mr. Steve McDevitt (representing Ms. van der Horst), Cincinnati USA Regional
Chamber
Mr. William Brayshaw, Hamilton County Engineer
Mr. Neil Tunison, Warren County Engineer
Mr. Jim Ude, Indiana Department of Transportation
Mr. Robert Hans, Kentucky Transportation Cabinet
Mr. Hans Jindal, Ohio Department of Transportation
Ms. Minette Cooper, Southwest Ohio Regional Transit Authority
Mr. Andrew Aiello (representing Ms. Miller), Transit Authority of Northern
Kentucky
Mr. Brad Williams, Butler County Regional Transit Authority

GUESTS

Mr. Andy Fluegemann, ODOT
Mr. Martin Russell, Warren County
Mr. Karl Schultz, Miami Township
Mr. Mike Duncan, City of Blue Ash
Ms. Norma Lawrence, American Structurepoint
Ms. Cindy Wallace, TranSystems
Mr. Craig Kowalski
Mr. Adam Howard, Boone County
Mr. Gary Simmons, Palmer Engineering

LEGAL COUNSEL

Mr. Edward Diller, Taft Stettinius & Hollister, LLP

STAFF

Mr. Robert W. Koehler	Ms. Karen Whitaker	Ms. Marilyn Osborne
Ms. Purcy Nance	Mr. Brian Cunningham	Mr. Andy Reser
Ms. Sarah Fry	Mr. Mark Paine	Mr. David Shuey
Mr. John Heilman	Mr. Brad Mason	Mr. Andrew Rohne
Ms. Margo Lindahl	Ms. Emi Randall	Mr. Bruce Koehler
Ms. Robyn Bancroft	Ms. Regina Fauver	Ms. Summer Jones

- 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

- Executive Committee Request

President Pendery stated that the City of Oxford has appointed Mr. Douglas Elliott to serve as their alternate.

By virtue of the By-Laws and Articles of Agreement Douglas Elliott is hereby declared appointed as an Executive Committee alternate.

- Appointment of 2010 Nominating Committee

President Pendery appointed the following to serve as the 2010 Nominating Committee:

Larry Maxey, Chair
Keith Corman
James T. O'Reilly

Mr. Reed moved that the Board of Directors concur with the Presidents appointment of the 2010 Nominating Committee. Ms. Matacic seconded the motion; motion carried.

B. Approval of September 10, 2009 Executive Committee Minutes

President Pendery called for corrections and/or additions to the September 10, 2009 Executive Committee meeting minutes.

There being no objection and/or changes, Mr. Humphrey moved that the Executive Committee approve the September 10, 2009 Executive Committee meeting minutes. Mr. Brayshaw seconded the motion; motion carried.

C. Deputy Executive Director's Report

Mr. Koehler explained that Mark Policinski was unable to attend today's meeting because he sits on NARC's Board of Directors and was attending the NARC conference.

Mr. Koehler stated that a copy of the Executive Director's report was included in the mailout packet. Included in the report was a summary describing the status of the ODOT funding proposal. A meeting will be held on October 14 between the OARC Executive Directors and ODOT Director Molitoris.

Mr. Koehler stated that last month, Mr. O'Reilly requested that staff investigate the impacts of the proposed ballot initiative 9 related to rail transit expenditures by the City of Cincinnati. Mr. Koehler read the ballot language:

"Shall the Charter of the City of Cincinnati be amended to prohibit the city, and its various boards and commissions, from spending any monies for right-of-way acquisition or construction of improvements for passenger rail transportation (e.g. a trolley or streetcar) within the city limits without first submitting the question of approval of such expenditure to a vote of the electorate of the city and receiving a majority affirmative vote for the same by enacting new Article XIV?"

Mr. Koehler explained that the charter amendment would not impact planning nor would it impact OKI's budget or allocations. However, Mr. Koehler pointed out that it could impact the implementation of plans developed by OKI or other partners. At minimum, it would make those projects with portions of the project within the city of Cincinnati (such as Eastern Corridor) more difficult to accomplish.

Mr. Koehler also pointed out that because of the governance structure of SORTA, projects involving rail transit under their purview may also be subject to the requirements. This would include streetcar, subway, 3-C, or any other rail transit. The majority of the SORTA Board membership is appointed by City Council.

Mr. Koehler explained that when OKI has a call for projects, city of Cincinnati projects with rail transit components requesting OKI STP or CMAQ funds more than likely would be required to have voter approval before requesting funds in order to demonstrate local support. The amendment would significantly hamstring other efforts consistent with the OKI adopted 2030 Plan including rail right-of-way acquisition which sometimes requires expeditious action.

Mr. Koehler stressed that in a time where project delivery already takes longer than it should, which adds to the already significant cost, any additional delays would be a disaster. All projects that use federal funding still need to go through the NEPA process which evaluates the impacts to the human and natural environments. The projects still need to be completely vetted through the public.

Mr. Koehler announced that at the Ohio GIS Conference, OKI's 2009 Cincinnati Bike Route Guide was awarded second place by the attendees of the conference. Mr. Koehler congratulated Aaron Crary, Tim Maltry, and Brad Mason of the OKI staff for their excellent work. Mr. Koehler stated that 10,000 copies of the map were printed and 6,000 have already been distributed. A copy of the map was displayed and copies were available for Board members.

Mr. Koehler introduced Ms. Emi Randall, OKI's new Senior Planner. Ms. Randall will be working on OKI's Strategic Regional Policy Plan and other activities in the Regional Planning Division.

Mr. Koehler reported that he attended Liberty Township's ribbon cutting the previous day for their new interchange. He congratulated Liberty Township, Butler County, and ODOT for completing their project—under budget and ahead of schedule.

Mr. Martin reported that the Hamilton County Regional Planning Commission took action against Issue 9. He stated that if this passes, it would mean the 3-C heavy rail would stop in Sharonville. He questioned whether the OKI Board would be interested in pursuing something that would state their displeasure with Issue 9. Mr. O'Reilly thanked staff for their work in answering his request. He stated that as a region, this Issue may be in conflict with future plans.

Following discussion it was determined that rather than taking a position on Issue 9, Mr. Grieme requested that staff respond to a specific question of "How would the passage of Issue 9 affect the policy and procedures of OKI as it relates to the intermodal transportation system issues of the region?". Staff will prepare a response to this question and send it to Board members via e-mail.

D. Legislative Update

Mr. Cunningham, Staff, reported on the Legislative Affairs Update. He announced that last week the U.S. House and Senate voted on a one-month extension of the current transportation program. The one-month stopgap will mean that Congress will need to go back quickly to resolve the differences between the House and Senate over how long to extend the current transportation program. There are three committees in the Senate that have adopted an 18-month extension of the program.

Mr. Cunningham reported that there are currently two bills before the Ohio legislature that would ban the use of a handheld or manually operated mobile communications

device. Both bills were referred to the Public Safety and Homeland Security Committee when introduced in August, however, to date no further activity has occurred.

Mr. Cunningham reported that Ohio's new booster seat law went in effect as of Wednesday, October 7. The law requires most children ages 4 through 7 to use a federally approved booster seat when riding in cars in Ohio.

Mr. Cunningham showed a video of a freight story that ran on Channel 5 the previous evening. The story featured interviews with OKI Executive Director Mark Policinski, Southside River-Rail Terminal President Eric Thomas, and DHL Global Forwarding/OKI Freight Working Group Co-Chair Tom Voss. The video can be viewed on OKI's website.

E. Finance Officer's Report

Ms. Nance, Staff stated that distributed around the table was the Finance Officer's Report dated October 8, 2009. She stated that this 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. As of October 5, OKI had \$76,740 in the National City checking account, \$11,359 in the HSA/FSA checking account, and \$879,257 in the National City savings account. 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. Cash and Investments are up about 33% from this time last year. Receivables are down about 17% from this time last year due to reduced spending levels in the Ozone program and timing of the 604b program. As of August 31 there were \$808,000 in receivables; \$647,000 associated with July and August invoices and \$161,000 outstanding from June and earlier. Payables are down 3% from this time last year.

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

Ms. Nance noted the following items: Federal revenues are behind budget due to New Freedom project pass thru funds; State of Ohio revenues are behind budget due to the timing of budgeted activities; Local revenues are ahead of budget due to the timing of county payments; Contributed Services are ahead of budget due to the over-match received by the Ozone and Rideshare Programs; this match is non-cash—a line has been added to the report to show fiscal year to date over-match received, this amount is deducted so the total line represents project budget progress.

Ms. Nance stated that on page 5 is the Expense information. Overall Expenses are at approximately 13% which is slightly behind budget.

Ms. Nance noted the following items: Under category 3, Travel, Subsistence and Professional Development is behind budget due to the timing of budgeted activities. Under category 4, Contracts with Government Agencies is behind budget due to the timing of New Freedom pass through funded projects. Under category 6, Contributed Services is ahead of budget due to the over-match received by the Ozone and Rideshare Programs. These amounts are deducted so the total line represents project budget progress.

Ms. Nance referred to page 6 for General Fund Balance information. The General Fund Balance has had a net increase of approximately \$130,000 year to date. The two components of the increase are timing differences and year to date activities. The timing differences include: \$168,000 increase due to timing of county funding payments and \$66,000 decrease due to application of negotiated fringe and indirect rates. The remaining \$28,000 increase is associated with year-to-date operations and timing of active projects. After these changes, OKI's current fund balance is \$1,264,000—of this amount, \$445,000 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 October 8, 2009. Mr. Grieme seconded the motion; motion carried.

ITEM #2: REGIONAL AIR QUALITY STATUS REPORT AND CLEAN AIR PROGRAM UPDATE

Mr. Reser and Ms. Fry, Staff, provided an update on the regional air quality status and a review of the 2009 smog season. Mr. Reser stated that there are two pollutants for which the OKI region does not meet federal air quality standards—Ozone and Particulate Matter 2.5 (PM2.5). The region is currently in nonattainment for the existing 8-hour ozone standard. Mr. Reser reported that the monitor data shows attainment was reached at the end of the summer and the information has been sent to EPA for consideration. EPA has set a new, more stringent ozone standard, and is considering making the standard even more stringent. The region is expected to be classified as nonattainment for the new ozone standard. A final EPA decision is expected next year.

Mr. Reser pointed out that transportation accounts for almost half of the VOC emissions and a third of the NOx emissions in the region. In 2009 to date, there were 16 exceedences of ozone standard. Mr. Reser explained that EPA looks at a three year average of the 8-hour ozone data.

Mr. Reser explained that the region is currently in nonattainment for the annual PM2.5 standard and must comply by April 2010. The region is also in potential nonattainment for the 24-hour standard and must comply by April 2013. The PM2.5 nonattainment area includes all ozone counties except Clinton. There have been three exceedences of the PM2.5 standard through September 2009.

Mr. Reser reported that an additional \$120M of national clean diesel funding was announced this week for FY 09 and FY 10.

Mr. Reser stated that the region has made significant progress but the standards keep getting more stringent. He explained that the OKI region will be nonattainment for some standards, but will remain eligible for CMAQ funding. He pointed out that greenhouse gas emissions continue to get more national attention.

Ms. Fry stated that one of the main functions of the Regional Clean Air Program is to send out smog alerts. They are issued through OKI when weather conditions and air quality levels warrant an alert. The information is sent out the afternoon prior to the smog alert via fax and email distribution to more than 1,600 participants.

Ms. Fry reported that two smog alerts were called during the 2009 season, both in June lasting a total of three days.

In order to educate people about the program, OKI used the "It All Adds Up" advertising campaign. The campaign was developed by FHWA and MVRPC and included three 30-second radio spots, three 30-second television spots, and three print ads. Other activities included advertising on buses (CTC and TANK), internet ads, doyourshare.org website, event attendance and a new Do Your Share painted wall. Ms. Fry reported that through this program, OKI received more than \$55,000 in free radio PSAs and promotions and approximately \$180,000 in free television PSAs.

This item was presented for information only.

ITEM #3: CONSENT AGENDA

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

President Pendery stated that Item #3-D has been added to provide committee updates that do not need separate action from the Executive Committee.

- A. Regional Planning
 - Regional Land Use Commission
 - Regional Greenspace Office
- B. Transportation
 - Freight Working Group
 - Environmental Justice Advisory Committee
- C. Environmental
 - Water Quality Program

Mr. Brayshaw moved that the Executive Committee approve the Consent Agenda as mailed. Mr. Reed seconded the motion; motion carried.

D. Committee announcements and/or updates

There were no committee announcements and/or updates.

ITEM #4: INTERMODAL COORDINATING COMMITTEE (ICC) REPORT

Mr. Paine, Staff reported that the ICC met on Tuesday, October 6, 2009. The committee heard the air quality status report and update to the clean air program that was presented to the Board. Mr. Paine also reported that the ICC began work on reviewing proposed changes to the prioritization process for OKI sub-allocated STP and CMAQ federal funds. A meeting of the Prioritization Subcommittee has been scheduled for Tuesday, October 20 to continue the review. It is anticipated that the changes will be finalized by the ICC meeting in November and these changes will be reported to the Executive Committee on November 12.

Mr. Paine stated that the ICC recommends approval of the following resolutions:

A. Amendment #20 of the FY 2008-2011 Transportation Improvement Program

Mr. Paine stated that the amendment reflected in the proposed resolution lists three highway projects in Ohio and one highway project in Kentucky 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. Humphrey moved that the Executive Committee approve Resolution OKI 2009-31, concerning Amendment #20 of the Fiscal Years 2008-2011 Transportation Improvement Program. Ms. Maticic seconded the motion; motion carried.

B. Selection of Projects to be Funded with Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) Federal Funds Allocated to the Cincinnati Urbanized Area

Mr. Paine stated that the proposed resolution lists a total of four projects to be funded with Job Access Reverse Commute (Section 5316) federal funds and four projects to be funded with New Freedom (Section 5317) federal funds allocated to the Cincinnati urbanized area. These projects will be amended into the fiscal year 2008 – 2011 Transportation Improvement Program. The projects awarded include:

JARC Funding Recommendations:

SORTA	\$152,195
ERM-Voucher Program	\$438,289
TANK	\$293,854
BCRTA-Job Shuttle	\$409,589

New Freedom Funding Recommendations:

Wesley Community Services	\$194,880
Senior Services N KY	\$100,000
ERM-Circulator Routes	\$333,614
BCRTA-Medical Shuttle	\$214,200

Mr. Brayshaw moved that the Executive Committee approve Resolution OKI 2009-32, concerning the Selection of Projects to be Funded with Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) Federal Funds Allocated to the Cincinnati Urbanized Area. Mr. Reed seconded the motion; motion carried. Mr. Humphrey and Ms. Maticic abstained.

ITEM #5: OTHER BUSINESS

President Pendery welcomed Ms. Osborne back to OKI following her medical leave of absence.

President Pendery reminded everyone that the next meeting of the Executive Committee will be 10:30 a.m., Thursday, November 12, 2009 in the OKI Board Room.

ITEM #6: ADJOURNMENT

Mr. Reed moved that the Board of Directors meeting be adjourned. Ms. Maticic seconded the motion; motion carried. The meeting adjourned at 11:53 a.m.

STEVE PENDERY, PRESIDENT

MARK R. POLICINSKI, SECRETARY

klw
Transcribed: 10/12/2009
October82009.BoardofDirectors.Minutes

TRANSPORTATION PLANNING PROGRESS REPORT

TRANSPORTATION PLANNING PROGRESS REPORT

OCTOBER 2009

Short Range Planning (601)

The Clermont County Engineer's Office has resumed work on access management regulations for the County. An Advisory Committee meeting was held on October 15 to review and make final revisions to the draft regulations, prior to submittal to the County Commissioners for scheduling of public hearings.

On October 28th, staff participated in a second sub-regional bike planning committee meeting for the communities of Blue Ash, Glendale, Evendale, Reading and Sharonville. Technical assistance will be provided as needed. The participants reported on their current level of involvement with trail and bicycle facilities planning and development.

OKI hosted the October 21 APBP webinar about upcoming changes to the federal Manual on Uniform Traffic Control Devices, which focused on the bicycle and pedestrian sections.

Staff attended the Walk 21/APBP Professional Development Seminar in New York City.

Staff attended the ribbon cutting ceremony for the Eighth Street Viaduct reopening on Thursday, October 22.

The City of Cincinnati has begun preparation of a bicycle plan with the assistance of a consulting firm. OKI staff is on the steering committee and has submitted some initial comments.

Copies of the new Cincinnati Bike Route Guide maps have been distributed at area meetings, to branch libraries in Hamilton County and northern Kentucky, area businesses and bicycle shops.

The Williamsburg – Batavia Trail Planning Committee did not meet in October, but ODOT and the consultant are in negotiations about the revisions to the scope of services which are needed to address the issue of the endangered species *Krigia dandelion* which was found on the proposed alignment, so design work can resume on the project.

Staff continues to monitor Transportation Enhancement projects in Ohio which are funded under OKI's Urban Area TE Program, and to provide assistance to potential new project sponsors. Bids have been received and opened for the City of Cincinnati's Uptown Signage and Wayfinding project, and a best low bidder has been selected. A gateway project request from the City of Monroe for the new SR 63/ I-75 interchange was approved by the OKI Board at its October meeting. Staff provided review comments to the City of Milford regarding a preliminary concept plan for a trail bridge over SR 126 which would connect the Little Miami Scenic Trail with downtown Milford. Applications were received for a Parking Log Streetscape in the Village of Milford and a sidewalk extension on the north end of the Suspension Bridge in Cincinnati. Preliminary discussions were held regarding a Kenwood Road/Ronald Reagan Highway Gateway project in the City of Blue Ash, and a Ridge Road/Ronald Reagan Highway Gateway project in Amberley Village.

Staff participated in the Kentucky Safe Routes To School Network Committee teleconference on October 22, and provided an issue paper on complete streets.

During October, staff received word that citizen interest in the Village of Mariemont is increasing regarding the feasibility of constructing a spur from the Little Miami Scenic Trail along a former rail line, across Wooster Pike and up into the Village to provide safe trail access to village

residents. Staff provided corridor property ownership information needed by the Village to continue discussions.

Issue #92 of the OKI Bicycle E-Info-News was e-mailed in October with articles about Clean Ohio Trail funding, distracted driving, bicycle friendly communities, and local planning activity. To be added to the electronic distribution list, contact Don Burrell (dburrell@oki.org).

Staff continues to respond on a daily basis to requests from area businesses, units of government, universities, and individuals for OKI maps, reports, plans, bicycling and pedestrian literature. eight requests for bicycle information were served during October.

During October, staff conducted inspections of Specialized Transportation Grant program vehicles at the Transit Alliance of Butler County, Maple Knolls Communities and Community Services West.

Transportation Improvement Program (602)

During October, staff continued to monitor and update highway and transit information contained in the OKI FY 2008 – 2011 TIP. On October 7, staff attended the monthly meeting at ODOT – District 8 concerning the status of ARRA projects. The meeting includes a teleconference with ODOT staff in Central Office. On October 8, a draft of the November TIP Amendment was e-mailed to the OKI Interagency Consultation Group and placed on the OKI website. Comments for the amendment will be accepted until November 12. Between October 12 and 14, staff attended the Indiana MPO Conference in West Lafayette, Indiana. On October 20, the Prioritization Subcommittee met and reviewed the proposed changes to the scoring process for OKI sub-allocated STP and CMAQ federal funds. The group met for almost 2 ½ hours. The proposed changes to the scoring process will be presented to the ICC on November 10 for their concurrence. Staff will also present the changes to the Executive Committee on November 12. On October 22, staff attended the reopening ceremonies for the 8th Street Viaduct in Cincinnati.

Surveillance (605)

Traffic counts were taken for model validation, which include 31 counts by OKI staff. Staff also received two Bluefax BlueTooth traffic monitoring devices to use with travel time studies. Staff is looking into using these units for external station surveying, O-D surveying, and travel time studies.

Work continued in Model 7.7 refinements. Effort continued in the enhancement of the transit model and mode choice. These expansion zones will allow for more detailed analyses to be undertaken. Work continued to develop a population synthesizer, the first step of the next generation of the OKI model. Staff continued to reorganize the model files and model source code. Staff developed a presentation about the transit model that will be presented at the Citilabs Futura 2009 conference in November. Staff began looking into using Cube Reports, new software provided by our model software vendor to create better reports.

Staff provided technical assistance to consultants for both the Eastern Corridor project and the Uptown project. Staff also provided technical assistance to ODOT staff relating to the travel demand model.

Management of the household travel survey continued.

Staff continued work on updating metadata for all of OKI's GIS layers.

Staff attended an ArcGIS Server/Adobe Flex training session in St. Louis, MO. The training session focused on development of widgets for the ArcGIS Server Sample Flex API Viewer. The Flex viewer is the template OKI utilizes for its online GIS mapping applications.

Staff continued work on TIP on Demand 2.0. The new version of the TIP on Demand will include new search and reporting options. It is being developed in Adobe Flex so that it is compatible with other OKI online GIS applications.

Staff compiled a SSURGO soils layer for the 8 county OKI region.

Staff compiled a National Hydrography Dataset for the 8 county OKI region.

Transportation and Homeland Security (605.5)

Staff updated the schools layer with new schools and revised contact information.

Staff compiled a database of Airports in the OKI region.

Staff developed a plume widget for the COP viewer, capable of loading a shapefile and identifying critical infrastructure.

Staff developed containment area widget for the COP viewer. The containment widget identifies an area of containment based upon a point and a buffer or a free hand polygon and then identifies street locations for closure.

Long Range Planning: System Management (610.1)

No activity on the Long Range Transportation Plan.

Staff continued to work with ODOT, KYTC, INDOT, transit agencies and local communities to advance the American Recovery and Reinvestment Act ARRA selected projects. Staff participated in a video conference with ODOT central, District 8 and the Government Accounting Office on 10/07/09.

Staff attended the Clermont County TID meeting on 10/09/09 and the Butler County TID meeting on 10/12/09. Staff attended the Ohio Transportation Engineering Conference (OTEC) on 10/27 and 10/28. Staff participated in the Kentucky Statewide Planning meeting on 10/22. Staff met with Uptown I-71 Access Improvement Partners on 10/29/09 for a kickoff meeting of the next phase of the study.

Staff prepared remarks involving updates on projects within the OKI region that were presented at the Cincinnati Chamber of Commerce Leadership Exchange Transportation Session.

Staff participated in the Cincinnati Chamber of Commerce Agenda 360 transportation passenger transportation and freight subcommittees.

Staff participated in the Cincinnati Transportation and Infrastructure Subcommittee where a status report was provided involving progress on the Brent Spence Bridge project.

The Dixie Fix Oversight Team met on September 3, 2009. Eight of the 10 Dixie Highway communities were represented in addition to KYTC, NKAPC and OKI.

Consultations were held on October 30 with the Ohio EPA Division of Surface Water in Columbus regarding consideration of the environment in the transportation planning process. The Division is a regulatory agency with extensive data on streams and surface water conditions. Relative to the consultations, the agency has responsibilities related to mitigation, water quality certification,

isolated wetlands permits, water quality standards, water body classifications, anti-degradation policy, and development of the state Integrated Report. The discussion focused on three topics: review and clarification of information on local environmental resources, comparison of those resources with the transportation plan, and the beginning of a discussion of environmental mitigation from a regional perspective.

In preparation for the meeting, OKI staff refined questions to guide discussion, a process that involved review of Ohio EPA websites and publications and state code. Questions on environmental mitigation were designed to obtain information for developing a discussion of potential mitigation strategies that are regional in scope and for facilitating upcoming consultations with other agencies.

Travel time surveys for Cycle 3, Group 3 (of 4) focusing on Butler County and Western Hamilton County as well as intersection traffic counts commenced in October.

Staff completed evaluation of inputs necessary to utilize BCA.net, a project level benefit cost spreadsheet.

Members of the Dixie Fix Oversight Team are working to identify potential CMAQ, ISTEPA and Safe Routes to Schools projects to submit in upcoming funding rounds.

No activity related to ITS Planning this period.

Staff participated in training on the creation and modification of Kentucky Project Identification forms.

Staff coordinated with project sponsors on traffic count location needs for both the Uptown I-71 Access Study and the Eastern Corridor Phase 2 work.

Staff has been researching freight plans completed across the US to determine what data needs exist for our OKI regional freight planning efforts.

Staff has been participating in a bi-weekly conference call regarding the Norfolk Southern double-stack clearance project.

The 2009/2010 National Clean Diesel Funding Assistance Request for Proposals (RFP) was released on October 6 and the application period closes on December 8. Staff obtained contact information the state representatives and an e-mail announcing the grant as sent to OKI's Freight Working Group.

Long Range Planning: Land Use (610.4):

Staff attended prioritization subcommittee meeting on October 20th. Based on comments from this meeting, staff revised elements of the Strategic Regional Policy Plan Implementation factor regarding mitigation and environmental considerations.

Staff scheduled a Strategic Regional Policy Plan Steering Committee meeting for November 12th, following the Board meeting, to discuss staffing changes, progress to date, and future efforts.

Staff submitted a request for funding through the Ohio Balanced Growth Watershed Projects Funding Program, through the Ohio Lake Erie Commission. The proposed planning project will identify Priority Conservation Areas and Priority Development Areas within the Dry Fork Whitewater River and Howard Creek Watersheds, based on local input. Jurisdictions included in the proposed study are the City of Harrison, Harrison Township, Crosby Township, and

Whitewater Township in Hamilton County and Morgan Township in Butler County. The application requests \$100,000 to fund the planning effort. Over \$61,000 in in-kind match contributions were committed by potential planning partners, including a \$15,000 cash match from the Miami Conservancy District.

Staff is currently meeting with each jurisdiction in the study area to request Resolutions of Support to be submitted to the Ohio Lake Erie Commission as a part of the final application packet. Staff met with the Whitewater Township Trustees on Oct. 19th, and Crosby Township Trustees on Oct. 26th to give an overview of the Balanced Growth Program and answer questions regarding the planning process. Staff plans to meet with the City of Harrison on Nov. 3rd, Morgan Township on 24th and Harrison Township in November. The Ohio Lake Erie Commission will make grant award determinations by mid-December and issue funding in January of 2010.

Consultations were held on October 30 with the Ohio EPA Division of Surface Water in Columbus regarding consideration of the environment in the transportation planning process. The Division is a regulatory agency with extensive data on streams and surface water conditions. Relative to the consultations, the agency has responsibilities related to mitigation, water quality certification, isolated wetlands permits, water quality standards, water body classifications, anti-degradation policy, and development of the state Integrated Report.

OKI invited seven Division staff to participate in discussion focused on three topics: review and clarification of information on local environmental resources, comparison of those resources with the transportation plan, and the beginning of a discussion of environmental mitigation from a regional perspective.

OKI staff refined questions to guide discussion, a process that involved review of Ohio EPA websites and publications and state code. Questions on environmental mitigation were designed to obtain information for developing a discussion of potential mitigation strategies that are regional in scope and for facilitating upcoming consultations with other agencies.

On October 8, staff participated in the Ohio River Basin Summit hosted in Covington by the Ohio River Basin Sanitation Commission and the U.S. Army Corps of Engineers to identify issues where improved coordination and communication is needed among agencies with various water-related responsibilities for the Ohio River Basin.

Staff attended the Northern Kentucky Urban and Community Forestry Council's annual meeting on October 22. Presentations featured local projects that expand green infrastructure.

Fiscal Impact Analysis Model (610.5):

Staff continued to work with the consultant on amendments to the website to ensure that calculations and data reflect those in the final excel version of the model. Testing of the analysis portion of the website continues. Revenue results were reviewed and tested. Remaining corrections include income taxes, interest and contributions.

Staff continued to refine data for each partner community. Thorough review of GIS analysis is being conducted by staff to ensure that the values used and categories assigned are appropriate. Inconsistencies are being rectified. Staff continues to collect and update financial data for the fiscal impact analysis model's partnering communities. Based on refined data, staff also recalculated the equivalent dwelling unit rates for input into the model. Staff investigated additional options for funding the fiscal impact analysis partnership program and drafted a press

release scheduled to go out in November. Staff also began addressing file management for the project to ensure that data was appropriately located and labeled for future use.

Staff attended a meeting of the Northern Kentucky Area Planning Commission and presented information on the Fiscal Impact Analysis Model and answered questions related to use of the model for additional communities in Kenton County. Staff attended the American Planning Association - Indiana Chapter fall conference and the Ohio Transportation Engineering Conference and presented information on the Fiscal Impact Analysis Model.

A Fiscal Impact Analysis Advisory Committee meeting was scheduled for November 9th. The final version of the model will be reviewed, scenarios will be tested, users will be given log in information, a revised methodology report and user guide. Future partnership program efforts will also be reviewed.

Transportation Services: Participation Plan (625.2):

Staff continued correspondence with members of OKI's Environmental Justice Advisory Committee (EJAC) regarding the revised Environmental Justice (EJ) planning factor in the TIP Prioritization Process. As a result of the on-going communication between staff and EJAC committee members no concerns were raised regarding the revised EJ planning factor at the October 20th Prioritization Subcommittee Meeting.

Staff participated in the Ohio Association of Regional Council's Communications Directors meeting involving the use of social media mediums and public outreach.

Special Studies: OKI Freight Study (665.1):

Staff has begun drafting a Regional Freight Plan scope of work. Action is also being taken to secure needed funding for the project.

Special Studies: Regional Ozone Reduction Program (665.4):

The clean air program's radio, print and television advertisements began to wind down in September and October. The program continued to book contributed services in the form of free public service announcements (PSA), announcements and billboards. OKI used the "It All Adds Up" advertising campaign this past summer. The campaign included three 30-second radio spots, three 30-second television spots and three print ads. Other activities included advertising on buses (CTC and TANK), internet ads, maintaining the doyourshare.org Web site, attending events and a new Do Your Share painted wall. OKI received more than \$55,000 in free radio PSAs and promotions and approximately \$180,000 in free television PSAs.

Staff provided an update on the regional air quality status and a review of the 2009 smog season to OKI's Intermodal Coordinating Committee and the Board of Directors. There are two air quality standards that the OKI region currently does not meet: ozone and particulate matter 2.5 (PM2.5). OKI reached attainment of the 1-hour ozone standard in 2004 and is currently in nonattainment for the 8-hour ozone standard. Monitor data shows attainment was reached at the end of the 2009 summer and the information has been sent to EPA for consideration. EPA has set a new ozone standard but is reconsidering and will make a final decision by August 2010. During the 2009 smog season, there were 16 exceedances of ozone standard. The region is also in nonattainment for the annual PM2.5 standard and must comply by April 2010. The region is in nonattainment for the 24-hour standard and must comply by April 2013. There were three

exceedances of the PM2.5 standard during the 2009 smog season. This data has not been quality assured.

Two smog alerts were called during the 2009 season, both in June lasting a total of three days. The alerts were issued through OKI the afternoon prior to the Smog Alert via fax and email to more than 1,600 participants.

The smog alert hotline and email account was maintained by retrieving messages and responding to those inquiring about the clean air program. Materials were sent to those who requested information.

Special Studies: GPS Travel Survey (665.6):

Weekly conference calls were held with attendees from the consultants and sub-consultants (the consultant team) and OKI, ODOT, and MVRPC (the oversight committee). These conference calls will continue throughout the project duration. The consultant team has recruited 467 households for participation this month, bringing the total to 1,386. One member of Data Services staff and one member of the consultant team presented the household travel survey at the Association of MPOs conference on October 29, 2009.

Commuter Assistance Services: Rideshare (667.1):

Staff continued to process and update applications.

One hundred and ten RideShare matches were attempted in the month of October.

- 46 Carpool matches
- 38 Vanpool matches
- 14 Transit matches
- 12 Park and Ride matches

There are currently 1,820 commuters registered with RideShare.

Vanpooling

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

Staff is working with a group of commuters to form a new vanpool that live in Dayton, Ohio and work at P&G. They will be relocating from Governor's Hill in Mason, Ohio to Downtown Cincinnati.

There is an existing vanpool traveling from Dayton to Downtown but it only has three seats available. There are currently six commuters from P&G interested in forming a new vanpool.

Staff has been working with a group of commuters traveling to the Wright Patterson Air Force Base in Dayton, Ohio. A new vanpool is due to start November 1st.

There are currently eight vanpools in operation.

Marketing

Staff attended a transportation relocation meeting at P&G on October 15th with Metro and Tank. They will be relocating from Governor's Hill to Downtown Cincinnati. Over 100 employees attended the meeting. Staff presented alternatives to driving alone such as carpooling and vanpooling.

Staff worked on negotiating contracts and finalizing the FY10 media buy. RideShare will be contracting with Clear Chanel radio, WXIX, Sesh Communications and the Business Courier.

JARC/New Freedom Coordinated Transportation Plan (674.1)

The OKI Board of Directors approved Resolution 2009-32 at their meeting on October 8. The following JARC applications were approved for funding: Butler County RTA-Job Shuttle \$409,589, Everybody Rides Metro-Voucher Program \$438,289, SORTA-Kings Island Reverse Commute \$152,195 and TANK-new JARC service \$293,854. The following New Freedom applications were also approved for funding: Butler County RTA-Medical Shuttle \$214,200, Everybody Rides Metro-new circulator routes \$333,614, Senior Services of Northern Kentucky \$100,000 and Wesley Community Services \$194,880. These projects have been programmed into the OKI TIP and a STIP amendment request was forwarded to ODOT and KYTC. Staff completed the quarterly progress reports to FTA for the current JARC and New Freedom projects and met with the President of Community Cab to review procedures for submitting invoices and monthly progress reports.

Ohio Exclusive: Travel Model Data Collection (684.3):

This project has been completed.

Indiana Exclusive: Dearborn County (685.1-PL):

Staff continues to monitor the 8-hour Ozone regulations. No specific activity on air quality analysis for the Indiana portion of the region occurred in this reporting period.

Active management of the OKI TIP continued. The ICC approved TIP Administrative Modification #21 which included adding additional OKI sub-allocated TE funds to the George Street Bridge (Des #0401194) project. The project has a letting date scheduled for January 2010

No UPWP activities this reporting period.

OKI staff attended the Annual Indiana MPO Conference held October 13-15.

Planning activities surrounding the stimulus projects including information exchange with federal, state and local entities continued. Preparations were completed for consultations with Indiana state agencies that are responsible for natural resources in state conservation plans, maps, or inventories. Staff met with IDEM representatives on 9/9/09. See item 9 below.

Staff continues to coordinate with Dearborn County and INDOT personnel to advance the programming of Dearborn STP and CMAQ projects.

No activity on the functional class or HPMS during this reporting period.

Staff continued to involve Dearborn County as a partner in OKI's fiscal impact analysis model. The Dearborn County Plan Commission is represented on the project's Advisory Committee.

Staff continued to work with the consultant team on amendments to the website to ensure that calculations and data input reflect those in the final excel version of the model. Testing of the analysis portion of the website is in progress. This entails a review of every calculation within the website to ensure that no misdirected database references exist and that no typographical errors occur that would produce miscalculated results. Expenditure results were reviewed and tested. Rounding errors still remain to be rectified.

Staff met with the Watershed Planning Branch of the Office of Water Quality in the Indiana Department of Environmental Management (IDEM) as part of the state-agency consultations for

considering the environment in the transportation planning process. The meeting was held in Indianapolis on September 9.

The consultation involved a discussion of high-quality Dearborn County resources and their comparison with the transportation plan. IDEM staff provided information and perspectives related to state anti-degradation policy for rivers and streams, the state integrated water quality report, environmental reviews of transportation projects, and regulatory programs for wetlands and mitigation. OKI staff shared information from its previous consultation with the Indiana Department of Natural Resources.

As a result of the meeting, IDEM provided OKI with additional information that facilitated OKI review and comparison of water quality assessment data for Dearborn County streams. IDEM and OKI staff consulted further on the phone to determine the most appropriate data source for identifying high-quality streams.

Staff updated the schools GIS layer with new schools and revised contact information.

Staff compiled a database of Airports in the OKI region.

Indiana Exclusive: Dearborn County (685.2-STP):

Active management of the OKI TIP continued. The ICC approved TIP Administrative Modification #21 which included adding additional OKI sub-allocated TE funds to the George Street Bridge (Des #0401194) project. The project has a letting date scheduled for January 2010.

Staff continued to involve Dearborn County as a partner in OKI's fiscal impact analysis model. The Dearborn County Plan Commission is represented on the project's Advisory Committee.

Staff continued to work with the consultant on amendments to the website to ensure that calculations and data reflect those in the final excel version of the model. Testing of the analysis portion of the website continues. Revenue results were reviewed and tested. Remaining corrections include income taxes, interest and contributions. Staff continued to refine data for each partner community. Based on refined data, staff also recalculated the equivalent dwelling unit rates for input into the model.

Staff updated the schools layer with new schools and revised contact information.

Staff compiled a database of Airports in the OKI region.

Kentucky Exclusive: Safety and Operational Studies (686.3)

In response to a request from the Kentucky Transportation Cabinet, staff has been investigating the possibility of conducting, in cooperation with FHWA and the Cabinet, a pilot program oriented to reducing crashes on two lane rural roads in the three Northern Kentucky counties.

Staff met with Kentucky Transportation Cabinet and Federal Highway (Kentucky) staff on October 5, 2009 to review an OKI proposal for a pilot program that provides an approach to identifying project locations for application of low-cost countermeasures to reduce crashes on rural, two-lane, non-state roadways in Kentucky. Staff continued to develop components of the program, including identifying project areas for improvement, developing a procedures manual and creating road safety audit forms.

Unified Planning Work Program (695)

In October, staff completed and filed the UPWP Year End Cost and Performance Reports with the funding agencies. The Annual Listing of Projects was completed and posted on the agency web site. No activities beyond monthly progress reports this period.

Mobile Source Emissions Planning (720.1)

At the request of Ohio EPA, the Kentucky Division for Air Quality and the Indiana Department of Environmental Management, OKI prepared an updated mobile source emissions inventory for the region. Recent readings at local air quality monitors have shown that the region is eligible to be designated an attainment area for ozone. OKI's inventory will be used as part of the state attainment applications to U.S. EPA. The inventory and documentation was provided to the states on October 2nd.

Staff attended the second meeting of the Kentucky Climate Change Action Team on October 21st in Frankfort.

Staff participated in an October 22nd conference call with the Southeast Diesel Collaborative. A new round of national clean diesel funding was announced in early October.

Staff participated in the Midwest Transportation Air Quality Summit, October 27th thru 29th in Grafton, Illinois. The summit focused on new air quality standards, U.S. EPA's new mobile emissions model (MOVES), planning for climate change and project-level emission analyses.

TIP ADMINISTRATIVE MODIFICATION #22

OKI MPO
PROPOSED ACTIONS--TIP ADMINISTRATIVE MODIFICATION #22
 November 10, 2009

OHIO PROJECTS

PID #	MTP ID	Project Title	Project Description and Action	Sponsor	Fund Type	Project Phase	TIP Fiscal Years						
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11	
87375	O/M	HAM US 50-29.75	Revise: Reduce 4-10' lanes to 3-12' lanes. Includes a bus stop Begin MP: 29.75 End MP: 30.20 AQ Status: Exempt	Village of Fairfax	OKI-CMAQ	ROW				\$863,000			
					Local	ROW				\$216,000			
					OKI-CMAQ	CON						\$1,130,000	
					Local	CON						\$282,000	
					Total Project Estimate: \$2,491,000					Construction: 4th Quarter FY 2013			
ROW phase moved from fiscal year 2011 to 2010, no change in funding amounts													
82282	p. 8-19	HAM IR 75-(3.68) (3.85) (4.15)	Revise: Replace Monmouth Street overpass and convert road to through street between Colerain and Central Parkway. Begin MP: 3.68 End MP: 4.15 AQ Status: Analyzed	ODOT	IM	ROW			\$492,000	(no change to ROW funding)			
					State	ROW			\$59,000				
					ARRA	CON				\$7,120,000	(previously \$5,314,000 in IM funds with \$590,000 state match)		
					Total Project Estimate: \$7,120,000					Construction: 3rd Quarter FY 2010			
87070	O/M	HAM CR 659-4.92 Vine Street	Revise: Milling and overlay on Vine Street through the City of St. Bernard. AQ Status: Exempt	City of Saint Bernard	ARRA-OKI	CON				\$860,000	(previously \$485,853)		
					Local	CON				\$0	(previously \$374,147)		
					Total Project Estimate: \$860,000					Construction: 3rd Quarter FY 2010			

KENTUCKY PROJECTS

Project	MTP ID	Project Title	Project Description and Action	Sponsor	Fund Type	Project Phase	TIP Fiscal Years							
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11		
TE 25	O/M	Turfway Road Corridor Landscaping and Beautification Project (Boone County)	Revise: Project will allow the city to landscape and replace aging sidewalks along KY 8. Project includes lighting, signage, historical markers, street furniture and landscaping. AQ Status: Exempt	City of Florence	TE	CON				\$404,500				
					Local	CON				\$101,125				
					Total Project Estimate: \$505,625					Construction: FY 2010				
					Federal funds changed from ARRA to TE, no change in funding amounts									
6-1041.0	PLNG	FY 2010 Regional Clean Air Program	Revise: Public outreach campaign to improve the quality of air in the Greater Cincinnati and Northern Kentucky area by continuing to educate the general public, businesses and the media about smog (ozone and particulate matter pollution), their contributions to it, and the voluntary measures they can take to help reduce smog formation. AQ Status: Exempt	OKI Regional Council of Governments	CMAQ	PE				\$55,720	(previously \$47,000)			
					SNK	PE				\$17,805	(previously \$27,000)			
					Local	PE				\$18,381	(previously \$19,000)			
					Total Project Estimate: \$91,906									

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.

 Timothy J. Reynolds, ICC Chair
 11/10/09

RESOLUTION 2009-34

AMENDMENT #21 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 9 highway projects in Kentucky and 3 highway projects in Indiana that are recommended for addition or revision in the current TIP.
- 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 2009-34.
- EXHIBIT:** Resolution (OKI 2009-34) Concerning Amendment #21 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 #21 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 12, 2009 hereby amends the Fiscal Years 2008 – 2011 Transportation Improvement Program as listed below:

STEVE PENDERY, PRESIDENT

OKI MPO
PROPOSED ACTIONS--TIP AMENDMENT #21
 November 12, 2009

KENTUCKY PROJECTS

Project	MTP ID	Project Title	Project Description and Action	Sponsor	Fund	Project	TIP Fiscal Years								
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11			
SRTS	p. 12-14	Burlington Elementary - KY 18 Safe Routes to School Project. (Boone County)	Add Project: Planning/design/construction of an 8 foot concrete sidewalk along the north side of KY 18 from the intersection of KY 18/Darlington Drive to Orient Street for a distance of 3,267 feet. This sidewalk will connect Burlington Elementary to nearby subdivisions. AQ Status: Exempt	Boone County Fiscal Court	SRTS	CON				\$250,000					
Total Project Estimate: \$250,000															
TE	p. 12-11	Burlington Sidewalk Project Phase III (Boone County)	Add Project: Expand the existing sidewalk and bicycle/walking path system in historic Burlington. Place sidewalks along approximately 3,666 feet of Idlewild Road connecting an existing sidewalk network in historic downtown Burlington to the Boone County Fairgrounds as well as to the 200-acre England-Idlewild Park. The sidewalks will also connect to and incorporate an existing section of sidewalks and paths located along Conrad Lane to Bullittsville Road designed for pedestrian and bicycle transportation. AQ Status: Exempt	Boone County Fiscal Court	TE	CON				\$279,317					
					Local	CON				\$69,829					
Total Project Estimate: \$349,146															
CMAQ	p. 12-7	Newport Riverfront Commons Bicycle/Pedestrian Corridor (Campbell County)	Add Project: Construct a bike path along the Newport Riverfront between the Taylor Southgate Bridge and the L&N Pedestrian Bridge linking Newport and Cincinnati and is adjacent to the Newport on the Levee Entertainment site. AQ Status: Exempt	City of Newport	CMAQ	CON				\$730,720					
					Local	CON				\$182,680					
Total Project Estimate: \$913,400															
SRTS	p. 12-14	City of Southgate School Sidewalk Project (Campbell County)	Add Project: Phase I - Construction beginning at St. Therese Parish going southeast on US 27 ending by the entrance to the Evergreen Cemetery. This sidewalk will connect students to St. Therese Parish school and the Southgate public schools. AQ Status: Exempt	City of Southgate	SRTS	CON				\$240,596					
Total Project Estimate: \$240,596															
CMAQ	O/M	Additional lane on 4th Street west of Philadelphia Street (Kenton County)	Add Project: Construct an additional lane on KY 8 (4th Street) west of Philadelphia Street. AQ Status: Exempt	KYTC	CMAQ	DES				\$100,000					
					CMAQ	ROW				\$30,000					
					CMAQ	UTIL				\$75,000					
					CMAQ	CON						\$1,040,000			
					Total Project Estimate: \$1,245,000 using toll credits as match										
CMAQ	O/M	Main Street Realignment at Pike Street and Traffic Signal Removal (Kenton County)	Add Project: Reconstruct the intersection of Pike Street and Main Street (US 25 Corridor). AQ Status: Exempt	KYTC	CMAQ	DES				\$50,000					
					CMAQ	ROW				\$350,000					
					CMAQ	UTIL				\$50,000					
					CMAQ	CON						\$300,000			
					Total Project Estimate: \$750,000 using toll credits as match										
SRTS	p. 12-14	St. Joseph School Sidewalk Project (Phase II) (Kenton County)	Add Project: Phase II - Construction of sidewalk along Western Reserve Road from Nordman Drive to Anderson Street. This construction will connect to the Phase I SRTS project. AQ Status: Exempt	City of Crescent Springs	SRTS	CON				\$163,840					
Total Project Estimate: \$163,840															

OKI MPO
PROPOSED ACTIONS--TIP AMENDMENT #21
 November 12, 2009

KENTUCKY PROJECTS (continued)

Project	MTP ID	Project Title	Project Description and Action	Sponsor	Type	Phase	TIP Fiscal Years								
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11			
SRTS	p. 12-14	Adela Avenue Sidewalk and Intersection Improvement (Kenton County)	Add Project: Installation of pedestrian crossing at the intersection of Adela Avenue and Oak Street and Adela Avenue and KY 8 (Elm Street). Installation of a sidewalk along Adela Avenue between Ludlow Middle School and Ludlow High School. AQ Status: Exempt	City of Ludlow	SRTS	CON				\$40,000					
					Total Project Estimate: \$40,000										
TCSP	p. 12-7	Boone County Gunpowder Creek Trail System (Boone County)	Add Project: Boone County Gunpowder Creek Trail System AQ Status: Exempt	Boone County Fiscal Court	CON	TCSP				\$427,500					
					CON	Local				\$106,875					
					Total Project Estimate: \$534,375										

INDIANA PROJECTS

Project	MTP ID	Project Title	Project Description and Action	Sponsor	Fund	Project	TIP Fiscal Years								
							Pre FY 08	FY 08	FY 09	FY 10	FY 11	Post FY 11			
020117	O/M	US 50 Bridge Deck Replacement	Revise Project: Bridge deck replacement over CSX RR and Railroad Avenue, 1.05 miles west of SR 56 AQ Status: Exempt	INDOT	BR				\$120,000	(no change)					
					State				\$30,000	(no change)					
					STP					\$1,330,303	(previously \$800,000)				
					State					\$332,576	(previously \$200,000)				
					Total Project Estimate: \$1,812,879							Construction: FY 2010			
050124	O/M	IR 74 Major Pavement Project	Add Project: HMA Overlay, preventive maintenance on IR 74 from SR 101 to SR 1 AQ Status: Exempt	INDOT	STP	CON				\$3,360,000					
					State	CON				\$840,000					
					Total Project Estimate: \$4,200,000							Construction: FY 2010			
050124	O/M	IR 74 Major Pavement Project	Add Project: HMA Overlay, preventive maintenance on IR 74 from SR 1 to Ohio state line AQ Status: Exempt	INDOT	STP	CON				\$3,600,000					
					Total Project Estimate: \$3,600,000							Construction: FY 2010			

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.

TANK (revised 11/12/09--TIP Amendment #21)

Delete	Modify	Add	MPO Name	Transit System	FTA ALI Code	Project Description	Quantity	Expansion 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
DEL			OKI	TANK	11.12.03	40' Diesel Hybrid Buses	3	Replacement	Yes	Exempt	Capital	2009	Yes	#####	5308-Clean Fuels	\$385,500	KYTC-Toll Credits			\$1,927,500
	FUND		OKI	TANK	11.12.04	<30' Diesel Buses	6	Replacement	Yes	Exempt	Capital	2010	Yes	\$480,000	5309-Local Earmark	\$120,000	KYTC Match/Toll Credits			\$600,000
		NEW	OKI	TANK	11.12.01	40' Diesel Hybrid Buses	2	Replacement	Yes	Exempt	Capital	2010	Yes	#####	5309-Local Earmark	\$266,500	KYTC Match/Toll Credits			\$1,332,500
DEL			OKI	TANK	11.12.03	40' Diesel Hybrid Buses	1	Replacement	Yes	Exempt	Capital	2011	Yes	\$465,777	5308-Clean Fuels	\$68,222	KYTC-Toll Credits	\$48,565	General Rev. Fund	\$523,999
		NEW	OKI	TANK	11.12.01	40' Diesel Buses	5	Replacement	Yes	Exempt	Capital	2010	Yes	#####	CMAQ			\$380,332	General Rev. Fund	\$1,901,660

DEFINITIONS:
Delete:
DEL = Completely deleted from the STIP
REPR = Reprogrammed into another project
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
REPL = Replaced another ARRA project

PROPOSED TIP PRIORITIZATION PROCESS REVISIONS

APPLICATION PACKET
FOR OKI-ALLOCATED FEDERAL STP AND
CMAQ FUNDS



Ohio • Kentucky • Indiana
Regional Council of Governments

www.oki.org

Adopted – April 6, 2004
Revised – January 10, 2006; January 8, 2008; November 10, 2009

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Introduction

The purpose of this document is to provide information about the process used by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) to prioritize and award OKI-allocated federal transportation funds from the State Departments of Transportation in Ohio and Indiana and the Kentucky Transportation Cabinet (KYTC) in Kentucky to projects with merit that further the goals of the continuing, coordinated and comprehensive nature of transportation planning towards implementation. This process discusses only awards over which OKI has direct ability and duty to make, including federal Surface Transportation Program (STP) funds in all three states and Congestion Mitigation and Air Quality (CMAQ) funds in Ohio and Indiana. This packet also includes the application and guidance for applicants.

This document is divided into four sections:

Prioritization Process – the formal description of the OKI Board-adopted procedure

Goals and Objectives – as stated in OKI’s Long Range Plan

Guidance for Applicants – explanation of overall process details and description of factors and measures used in project scoring

Project Scoring Process – the listing of factors, measures and points

The Application Form, to be used by the applicant in providing pertinent information on the project, is attached at the end of this document.

Prioritization Process

OKI receives a sub-allocation of federal Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement (TE) funds that include a proportional sub-allocation (ceiling) of the State Departments of Transportations' authority in Ohio and Indiana and the Kentucky Transportation Cabinet (KYTC's) authority in Kentucky to obligate these funds. The OKI Board of Directors has established the following process for soliciting, reviewing and ranking highway, transit and non-highway freight projects funded with OKI-allocated STP and CMAQ funds. Transportation Enhancement applications follow a separate procedure developed for these projects. The Prioritization Subcommittee, a subcommittee of the OKI Intermodal Coordinating Committee (ICC), reviews and revises the scoring process for STP and CMAQ applications on an "as needed" basis.

1. **Establish a project solicitation period** based on a TIP/STIP development schedule responsive to the needs of the state transportation agencies.
2. **Advertise the project solicitation period** via newspapers, website, flyers, etc.
3. **Hold a workshop** for prospective applicants to inform them of the application process, deadlines and scoring procedures developed by the OKI Prioritization Subcommittee.
4. **Accept completed applications until the advertised deadline.** At this point, the project request is fixed—no changes in cost, scope or other aspect will be allowed. The only exception to this requirement will be if non-OKI funding becomes unavailable to the applicant and the project cost must be reduced.
5. **Hold Priority Subcommittee Review Meetings.** These meetings allow for discussion of individual highway and transit projects by the subcommittee and the eventual ranking of projects funded with OKI-allocated funds. The ranking of projects is based on the ICC adopted scoring process shown later in this document.

Ohio Project Conditions

The following funding limitations will be applied to each highway, transit project and non-highway freight project requesting OKI-allocated STP or CMAQ funding.

1. Maximum funding will be awarded at the amount shown on each application or as determined by the OKI Board of Directors. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of ten (10) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this ten percent "cushion" is not guaranteed.
2. Right-of-Way (ROW) and Construction (CON) phases are eligible for funding. Preliminary engineering, environmental and contract plans are the responsibility of the applicant.
3. Applicants who receive funding through OKI should begin the Preliminary Engineering (PE) phase immediately (if not already completed) so that ROW and CON phases are ready in their targeted year. In special situations where PE cannot begin immediately (i.e. completion of an MIS) other arrangements may be made through discussion with OKI.
4. The standard local match requirement for ROW and CON is 20%. Applicants may commit a higher percentage to gain additional scoring as shown in the Planning Factors section of the adopted scoring process.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
 - Each applicant is limited to a total of three project applications requesting either STP or CMAQ funds or a combination of the two. If an applicant is making an application on behalf of another entity, that application will not count towards the total number of applications allowed. For example, if a county makes an application on behalf of a township, which is ineligible to apply directly to ODOT, that application will not count towards the county's total applications allowed.
 - Total funding request per application cannot exceed \$6,000,000 for STP federal funds or \$4,000,000 for CMAQ federal funds (the cap). Once a project has been funded by OKI, the applicant may not request funds for the same project in excess of the cap in the future. In addition, if a project slips from its original programmed year, the project may not request additional funds for the same project. Larger projects may initially be broken into different segments for funding purposes; if one segment slips past its originally programmed year, that segment may not request additional funds. However, if another segment of the project is on schedule, that segment may request additional funds up to the cap. The total project funding for a single application is capped at the approved amount of the application, plus 10 percent contingency which may not always be available (see item #1 above).
 - Projects must be located within the OKI urbanized boundary. OKI has historically not funded projects outside the urbanized area since other funding sources, such as the County Engineers Association of Ohio, are available.

Kentucky Project Conditions

The following funding limitations will be applied to each transportation project requesting OKI-allocated SNK (STP for Northern Kentucky) funding.

1. Maximum funding will be awarded at the amount shown on each application or as determined by the OKI Board of Directors. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of ten (10) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this ten percent "cushion" is not guaranteed.
2. Design (D), Utilities (U), Right-of-Way (ROW) and Construction (CON) phases are eligible for funding. Projects requesting SNK funds for the design, utilities and/or right-of-way phases must demonstrate the probability of obtaining construction funds in the future.
3. The standard local match requirement for SNK funded projects is 20%. Applicants may commit a higher percentage of non-federal match to gain additional scoring as shown in the Planning Factors section of the ICC adopted scoring process.
4. Applicants planning to use state funds as match MUST have prior approval from KYTC before applying. In addition, projects requesting state funds as match for capacity-adding projects (widening projects) MUST be listed in the Six-Year plan and the OKI 2030 Long Range Plan.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
 - Each applicant is limited to a total of two project applications. One application may request funding for more than one phase, i.e. an application may request funds for both the utilities and right-of-way phases.
 - Total funding request per application cannot exceed \$5,000,000.
 - Projects must be located within the OKI urbanized boundary in Boone, Campbell or Kenton County.

Indiana Project Conditions

The following funding limitations will be applied to each highway project requesting OKI-allocated STP or CMAQ funding. Indiana CMAQ projects are subject to a statewide review.

1. Maximum funding will be awarded at the amount shown on each application or as determined by the OKI Board of Directors. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of ten (10) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this ten percent "cushion" is not guaranteed.
2. Preliminary Engineering (PE), Right-of-Way (ROW), and Construction (CON) phases are eligible for funding.
3. Applicants who receive funding through OKI should begin the Preliminary Engineering (PE) phase immediately (if not already completed) so that ROW, CE and CON phases are ready in their targeted year. In special situations where PE cannot begin immediately (i.e. completion of an MIS) other arrangements may be made through discussion with OKI.
4. The standard local match requirement for all phases is 20%. Applicants may commit a higher percentage to gain additional scoring as shown in the Planning Factors section of the ICC adopted scoring process.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
 - Each applicant is limited to a total of three project applications requesting STP or CMAQ funds or a combination of the two.
 - Projects must be located within the OKI urbanized boundary of Dearborn County.

Goals and Objectives

Since the Transportation Improvement Program (TIP) is the “short-range planning element” of the Metropolitan Transportation Plan (MTP), each highway and transit project contained within the OKI TIP must demonstrate that it conforms to the goals and objectives listed in the OKI MTP. This conformity is achieved through the adopted scoring process that has taken these goals and objectives into consideration. The following narrative, including the list of goals and objectives, is taken from the *OKI 2030 Regional Transportation Plan 2008 Update* (the MTP for the region) that was adopted by the OKI Board of Directors on June 12, 2008.

Transportation has long been a major contributor to the region’s prosperity and quality of life. For individuals and businesses, the efficiency of the transportation system in moving people and goods has a direct financial impact. From a broader perspective, the transportation system’s efficiency has repercussions for the entire economy.

In the year 2008 and beyond, the transportation system’s efficiency will become increasingly important as prosperity becomes more dependent on regional performance in a global economy. If steps are not taken to improve the region’s transportation system, it will become less efficient as evidenced by more congestion, reduced opportunity for travel by different modes, and poorer connections among modes. Transportation system inefficiencies could impede economic growth and lower the region’s competitive edge by adding to transportation costs and delays and reducing travel and transport opportunities.

In addition to its economic impacts, transportation also plays an important role in the quality of life. The interstate system, for example, has improved mobility at the same time that it has promoted a population and job shift from core areas to suburbs with significant social, environmental, and economic consequences. Transportation improvements will continue to affect development and travel patterns and opportunities.

The following goals serve to define how to meet this region’s transportation needs both now and in the future. Each goal represents a key issue addressed in this metropolitan transportation plan. Objectives clarify how to achieve the goals.

Goals for Improving this Region’s Transportation System

Goal 1: Improve Travel Safety

The transportation system should provide for reducing the risk of accidents that cause death or injuries and provide for the security of transportation users.

Objectives:

- Reduce the number and severity of traffic accidents
- Expand the deployment of intelligent transportation system (ITS) to reduce accidents and improve incident response time
- Reduce crashes occurring during transfers between transit and pedestrian facilities

- Facilitate use of improved design of shared roadways to increase safety for motorists, cyclists and pedestrians

Goal 2: Improve accessibility and mobility options for people and goods

To enable people and commodities to have greater accessibility and to be moved with greater speed and safety, major investments are needed to improve the transportation system and reduce congestion. Improvements are needed both for expanding the present system and improving its efficiency. Improvements should be sensitive to differences in development patterns and community needs with special consideration given to safe use of the transportation system by our region's older population.

Objectives:

- Improve the operating efficiency of existing infrastructure
- Expand transportation infrastructure to provide additional access and capacity for moving people and goods
- Reduce congestion by expanding alternatives to single-occupant vehicle (SOV) travel and reducing peak hour travel
- Expand the implementation of ITS such as Advanced Regional Traffic Interactive Management and Information System (ARTIMIS)
- Acknowledge and incorporate the use of non-motorized travel (walking and biking) into the planning process as an alternative mode of travel and means of connecting modal options
- Facilitate efficient intermodal transfers for both passengers and freight

Goal 3: Protect and Enhance the Environment

Air quality is a major environmental issue in the OKI region. Much progress has been made in reducing mobile source emissions, but the impact of travel growth on total emissions could threaten the region's ability to maintain federal clean air standards. Emission reductions are needed to protect air quality. Strategies that promote the effective and efficient use of natural resources would reduce mobile source emissions and would also have a beneficial effect on other environmental issues and quality of life.

Objectives:

- Reduce SOV travel
- Facilitate greater use of non-motorized modes (walking, biking)
- Promote strategies that reduce travel
- Reduce mobile source emissions
- Encourage use of alternative fuels by both individuals and transit fleets
- Encourage measures that reduce transportation's impact on water quality and noise levels

Goal 4: Enhance the integration and connectivity of the transportation system

A functional transportation system is one that allows people and goods to travel efficiently between their desired destinations.

Objectives:

- Plan in such a way that the functional design of a roadway is consistent with the intended use of the roadway
- Optimize the surface transportation facilities access to airports, transit facilities, park and pool lots and freight intermodal facilities

Goal 5: Promote efficient system management and operation

The Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.

Objectives:

- Implement techniques that improve traffic operations including access management techniques that improve mobility and safety
- Identify and prioritize locations that require system enhancement and/or expansion
- Advance the coverage area of intelligent transportation systems
- Identify new or expanded transit services

Goal 6: Emphasize the preservation of the existing transportation system

Financial resources are needed to maintain the region's transportation system and address its deficiencies. In light of limited federal and state resources, there is a real need to generate funds from within the region for transportation improvements. New funding sources are needed, particularly for capital formation, and strategies to use funds prudently.

Objectives:

- Insure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure
- Initiate efforts to establish a local revenue base to fund transportation system improvements

Goal 7: Support Economic Vitality

The transportation network can support the economic vitality of the region by enabling global competitiveness, productivity and efficiency as shown through the plan's emphasis on ideas that address this issue.

Objectives:

- Implement techniques that improve traffic operations and mobility so that travel times are reliable and the cost of doing business in the OKI region is competitive and predictable
- Increase the coverage area and effectiveness of ARTIMIS so that traveler information is readily available and the impacts of incidents can be minimized

Goal 8: Consider Regional Security

A regional security strategy relates to sustainable prevention, detection, response and recovery efforts to protect regional transportation systems' critical infrastructure from terrorism.

Objectives:

- Facilitate implementation of Homeland Security measures to protect key regional infrastructure assets
- Incorporate the transit providers' system security program plans into this plan and other regional transportation planning efforts
- Collaborate with agencies throughout the region to assist in developing security goals and appropriate strategies
- Utilize the most current technology and guiding principles in helping to minimize risks to regional security

Goal 9: Strengthen the Connection Between Infrastructure and Land Use

The Strategic Regional Policy Plan (SRPP) calls for sustained cooperation and coordination among transportation planning, land use planning, housing, capital budgeting, natural resource and economic development organizations. The transportation system, along with other infrastructure, has a significant impact on future land use, economic development and the environment. Transportation decisions should be consistent with local land use policies, resulting in travel and land use patterns that promote multimodal travel alternatives and reduced vehicle trips.

Objectives:

- Implement the recommendations of the SRPP
- Improve consistency between local land use planning and regional transportation planning
- Acknowledge local government comprehensive planning processes and consider local planning recommendations as part of transportation studies, transportation improvements and funding prioritization
- Promote regional and local land development techniques and policies that create transportation choices, and that ensure coordination between the provision of public facilities and services and land development and redevelopment

Instructions for Applicants

The **Prioritization Process** description is the formal step-by-step process followed in the selection of projects for use of OKI-allocated federal transportation funds in Ohio, Kentucky and Indiana. As part of the process, a workshop will be held for potential applicants where OKI staff will provide background and be available to answer specific questions about procedures.

The **Goals and Objectives** referred to in the Prioritization Process are those that appear in the *OKI 2030 Regional Transportation Plan (MTP) 2008 Update* adopted by

the Board of Directors on June 12, 2008. The initial and final screening of project applications will consider how the proposal relates to those statements.

The **Application Form** is to be filled out by the applicant. Supplemental information attached to the form should be as condensed as possible, since all applications will be reproduced and provided to Prioritization Subcommittee members. For example, if a feasibility report has been prepared for the proposal, the applicant should excerpt and summarize rather than simply attaching the entire report.

The **Project Scoring Process** is the method under which the Prioritization Subcommittee reviews and ranks the individual applications. A detailed explanation of the revised scoring process is listed on page 17. An application is first scored using highway, transit or non highway freight factors, (Transportation Factors) depending on the type of project. Transportation factors take into account items to be examined during the construction/acquisition phase of a project. A subtotal of 45 points is available with the transportation factors. All projects are then scored on Planning Factors, which are factors that should have been considered during the planning, or development phase, of the project. A subtotal of 55 points is available with the planning factors.

Transportation Factors for Highway Projects (45 points)

1. The **Safety** factor measures the existing accident rate per million vehicle miles (MVM) for the project area. Points are awarded based upon accidents per million vehicle miles (MVM) ranging from more than one accident per MVM to more than nine accidents per MVM. Projects less than one accident per MVM do not score any points on this factor.
2. The **Positive Project Impact on Safety** assesses the impact the proposal will have on the existing situation, ranging from zero to five points.
3. The **Level of Service (LOS)** documents the existing congestion in the project area. Levels A through E/F produce scores ranging from one point to five points depending upon the current LOS.
4. The **Positive Project Impact on LOS** provides points based on how the proposal alleviates the current level of congestion. A high impact score cannot be awarded to a project that does not document an existing problem with LOS. Applicants should provide an analysis documenting how they arrived at their anticipated LOS.
5. The **Average Daily Traffic (ADT)** measures the current traffic volumes in the project area. Volumes from less than 10,000 vehicles per day (VPD) to 25,000 VPD equate to a scoring range of one to five points. A current ADT should be provided by the applicant. If the project involves numerous roadway segments, an average may be used and documented.
6. The **Freight Volumes** factor provides points for corridors with a high volume of truck traffic. This figure is based upon the percentage of truck traffic within the project area. The point scale was revised in 2009 to more evenly reflect the observed distribution of truck percentages on regional roadways. Up to 5 points are available.
7. The **Roadway Classification** is directly related to the formal designation of the federal functional classification of the roadway. A roadway must be classified as a collector or "higher" to be eligible for federal funding.

8. The **Complete Streets - Highway** factor will award up to 5 points. A complete street is a public thoroughfare that accommodates all modes of travel. Projects that advance the concept of complete streets will be judged by the number of modes accommodated after completion of the project. Eligible modes include motor vehicles, transit, bicycles and pedestrians. In addition a point can be earned for traffic calming related safety improvements (See the “terminology” section).

As stated above, the complete street section points are awarded for the number of modes accommodated after completion of the project. For example, improvement of a street that already has sidewalks gets a point for sidewalks even though they were not added as part of the project and a point for the roadway improvement. A project that add facilities for bicycling and walking to existing streets score a point for each because they are part of the total number of modes accommodated. A project on a street that is used for fixed-route public transit service is awarded a point even though it is not part of the project. Inclusion of sidepath may also earn a point. See page 18 for a list of possible points. As with other highway projects, conformance with the OKI Regional Bicycle and Pedestrian Plans will be considered. Project design should conform to available guidelines – AASHTO, FHWA, ADA, ITE and others.

Terminology:

Motor vehicles: cars, trucks

Transit route: scheduled fixed route transit service uses this road (not determined by the project)

Pedestrian facilities: provisions for sidewalks of appropriate design, normally 5 ft concrete pavement (wider for commercial areas) and a planting/utility strip. Existing sidewalks repaired for breaks and smooth surface. Projects require ADA compliance such as curb ramps.

Bicyclist facilities: provisions for roadway bicycle facilities of appropriate design. May be striped bike lanes, shared lane markings (sharrows) wide curb lanes or sidepaths (shared use paths within a street’s right-of-way), according to local public input, or shoulders on rural roads. Bike lanes must allow for adjacent parking (door zone) and intersection directional lane movements.

Transit: facilities that complement existing transit service such as pull outs, paved waiting areas, shelters, bike parking and transit centers.

Traffic Calming: a variety of treatments intended to slow traffic such as sidewalk bulbouts, reduced turn radii, roundabouts, pedestrian refuge islands, landscaping and street trees and others.

9. The **Status of Project** factor awards points for the existing status of the project. The closer the project is to the construction phase, the more points it will receive. If the project is seeking initial funds for construction and right-of-way phases (no work completed), the project will receive 2 points. If right-of-way and/or construction plans are complete, the project is ready to begin and will be awarded 5 points. In Ohio, ROW and construction phases are eligible for funding; in Kentucky, design, utilities, ROW and construction phases are all eligible for funding; in Indiana, PE, ROW and construction phases are eligible for funding.

Transportation Factors for Transit Projects (45 points)

10. The **Positive Project Impact on Safety and Security** factor awards points for the impact the project will have on safety and security. For example, a new bus or rail transit vehicle may be equipped with video and audio equipment to increase security. In addition, the new bus or rail transit vehicle may have additional safety features not found on the vehicle it is replacing. A high impact will result in five points.

11. The **Useful Life** of the proposed improvement can produce a score from zero to five points, reflecting the value in funding longer-impact projects. Useful life guidelines are provided by the Federal Transit Administration (FTA) and will be used to score this criterion for vehicle replacement.

12. **System Impact** is another important factor in reviewing transit applications. Up to 5 points will be awarded with this criterion. A new bus garage, for example, would favorably impact the system, but would not affect passengers. A replacement bus would favorably impact the passengers, but not necessarily the system. An impact to the system will generate one point; an impact to passengers only will generate three points. A new transit hub, however, would favorably impact both the system and the passengers and would result in five points.

13. The **Type** factor awards points based on the type of project requesting funding. Replacement or expansion of revenue vehicles, for example, scores the highest points (10) and demonstrates the objective of improving the operating efficiency of the existing infrastructure listed in the OKI 2030 Regional Transportation Plan (MTP).

14. **Time to Implementation** reflects the importance of being able to implement a project in a timely fashion. The factor is based on the time after funding is granted. For example, a project that is approved in fiscal year 2010, but won't begin until 2011 will be awarded five points (0 to 1 years). However, if the project is not planned until 2013, the application will receive 0 points (3 to 4 years). This criterion may be affected by OKI's ability to fund a project in a given fiscal year.

15. The **Positive Ridership Impact** factor awards points for a project's ability to maintain or increase ridership. A high increase in ridership will be awarded 10 points, a medium increase 5 points, a low increase 2 points and no increase in ridership 0 points.

16. The **Capital Utilization** factor provides points for the item that is being replaced. The FTA guidelines will be used as a reference. For example, a large transit coach generally has a useful life of 12 years and 500,000 miles. If the average of the buses being replaced is 14 years or 650,000 miles (30% above the 500,000 miles), three points will be awarded. New projects, such as a new park-and-ride or new coaches for expansion of service, will not receive any points under this criterion.

Transportation Factors for Non Highway Freight Projects (45 points)

17. The **Mode Specific Traffic Flow** factor awards points based on volume to capacity ratios in the project area. Projects greater than a 1.0 ratio indicate a high level of congestion and will receive the most available points—5 points.

18. The **Impact on Roadway Congestion** factor provides points based on the extent to which large trucks will be removed from roadways in the OKI region, thereby alleviating the current level of congestion. A high reduction in trucks cannot be awarded to a project that does not document an existing congestion problem. Applicants should provide an analysis documenting how they arrived at their anticipated truck reduction

value. Consideration will be given to identification of primary or representative roadway facilities impacted, their current peak period capacity and congestion levels and the effect of large trucks equivalent reductions to impacted roadways. Up to 20 points are available with this factor.

19. The **Safety** factor awards points to projects that can be linked to improving safety conditions in the project area. The existing safety problem must be documented along with a plan to address these problems. Up to 5 points are available.

20. The **Status of Project** factor awards points for the existing status of the project. If right-of-way and/or construction plans are complete, the project is ready to begin and will be awarded 5 points. The project will receive fewer points based on additional steps that are needed prior to construction.

21. The **Reliability** factor awards points to projects that can demonstrate that they will result in an improvement to on-time deliveries. The existing on-time delivery problem must be documented with an explanation of how the project will improve reliability of freight arrivals and/or departures. Up to 5 points are available.

22. The **Facility Type** factor for non-highway, freight projects is intended to serve a similar purpose as the hierarchy of facility types does to highways. A clear public benefit must be demonstrated by all non-highway, freight-related projects.

Like highways, railroad track is categorized according to function. Scoring is based on the type or category of railroad track that will be improved by the project. Main tracks are tracks that handle through train movements between and through stations and terminals, as opposed to switching or terminal movements. Main tracks typically experience higher train volumes and train speeds of rail cars. Projects associated with main tracks will be awarded 5 points. Passing tracks or sidings are tracks used primarily along main tracks for meeting and passing trains and to ensure safe and efficient deliveries. Projects associated with passing tracks will receive 4 points. A branch line is a railroad line that typically carries freight from its origin to a main line. Projects associated with a branch line will be awarded 3 points. Lastly, a side track, switching track, and industrial track are tracks used for the loading, unloading, and storage of rail cars. Rail yard improvements would be included in this category. Projects associated with side tracks will be awarded 2 points.

Water port facility types are not designated similarly as roadways or rail. 5 points are awarded to water port-related, surface projects located on a waterway suitable for commercial shipping with direct highway **AND** rail access. Surface projects located along a waterway suitable for commercial shipping with either direct highway **OR** rail access will receive 3 points. Projects that serve an ancillary port activity or those located within a commercial waterway shipping service **area** will receive 1 point.

Planning Factors for All Projects (55 points)

23. The **Replacement/Expansion** factor gives preference to projects that invest in replacement rather than new facilities, reflecting the expressed priority in OKI's long range plan to maintain what currently exists before investing in new infrastructure. The points associated with this criterion take into account that some expansion projects involve a certain amount of replacement; the points for this criterion are awarded based on percentage of replacement versus percentage of expansion associated with the project.

24. The **Environmental Justice** factor awards points to projects that will have an overall net benefit to minority and low-income population groups per Executive Order 12898 issued by President Clinton in February 1994. The basis for Environmental Justice is Title VI of the Civil Rights Act of 1964. The OKI Environmental Justice Advisory Committee (EJAC), which reviews project applications for funding and awards points for this factor, also examines a project's impact on zero-car households, elderly persons and persons with disabilities. The overall net benefit in the scoring indicates a subjective consideration of both POSITIVE and NEGATIVE impacts. It is understood that when federal funds are involved there are federal guidelines that must be met to ensure that services and benefits are fairly distributed to all people, regardless of race, national origin or income, and that they have access to meaningful participation. Refer to Title 42 of the United States Code. A response to this section is required in order for the project to be funded even if the project is not located within one of the designated Environmental Justice (EJ) communities (See attached maps).

25. The **Strategic Regional Policy Plan** (SRPP) Implementation factor examines the ability of the project to help implement the policies of OKI's Strategic Regional Policy Plan. The policies within the SRPP were envisioned by the Land Use Commission to be implemented concurrently by OKI, local governments and other organizations. Implementation of these policies will help bring about more consistency between local land use planning and regional transportation planning to create a more efficient and more accessible regional transportation network that serves the needs of individual communities. Up to 5 points will be awarded for this question.

26. The **Local Planning** factor awards up to 5 points and examines the degree to which a project helps to implement the Strategic Regional Policy Plan (SRPP) through effective local comprehensive planning. A central objective of OKI's SRPP is for each local government to have an up-to-date comprehensive plan that links transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. The SRPP emphasizes complete and current local government comprehensive plans as a means to a more efficient multi-modal regional transportation system. The SRPP responds to the Land Use Commission's mission to bring more consistency between regional transportation planning and local land use planning. Since not all communities have complete and up-to-date comprehensive plans, OKI will again consider and award up to 5 points to proposed transportation projects that are consistent with a comprehensive plan **or** other discrete studies or plans such as thoroughfare plans, corridor studies, small area plans or other planning documents if the applicant can demonstrate that the plan meets similar analysis and content criteria.

27. The **Air Quality/Energy** factor relates to continued efforts to improve the regional air quality and encourage investment in more environmentally friendly forms of fuel use. A reduction in VMT (vehicle miles of travel), VHT (vehicle hours of travel), or Emissions Reduced can be combined to receive a score of up to 10 points. If two of the three items are reduced, a score of from 6 to 10 points will be awarded. If only one item is reduced, a score of from 0 to 5 will be awarded. Examples of these measures include the use of diesel engine pollution control devices (Emissions Reduced), intersection signal improvements (VHT reduced), construction of a new roadway link reducing circuitous travel (VMT reduced), or a new compressed natural gas bus on a new route (all three).

28. The **Local Share** factor rewards applicants that increase their local share to “overmatch” the required rate for local participation. The standard match rate for OKI-allocated funds is 20 percent; however, the applicant can gain up to a maximum of 10 points through overmatching.

29. The **Existing Condition** factor takes into account the current condition of the project area, ranging from critical to good. A critical existing condition receives 5 points, whereas a fair existing condition receives 1 point; a good existing condition receives no points.

30. The **Economic Vitality** factor awards points for projects that serve to support existing, expanding or new employment centers. Projects that directly relate to retaining employment in or near the project area will receive 5 points. Retention needs to be documented and the connection must be explicit. Projects that directly relate to creating new employment in or near the project area will receive 10 points. Immediate employment generation must be anticipated within three years of the project’s construction initiation.

31. The **Applicants Project Delivery History** takes into account whether an applicant has had projects slip from one fiscal year to a later year after the project has been programmed. While external factors can affect the delivery of a project, it is important for OKI to maintain a balanced budget of projects to be delivered each fiscal year. The potential for slippage needs to be addressed when a project is initially programmed. Based on projects originally programmed for fiscal year 2008 or later, an applicant who has had one project slip to a later year will be penalized 3 points; an applicant who has had two or more projects slip to a later year will be penalized 5 points.

In addition, if an applicant is requesting additional funds for a project that was previously funded with OKI-allocated federal funds, there may be negative points applied to the application. If a project requests up to 25% of the original funding awarded to the project, no points will be deducted. If the request is for 25% to up to 50% of the original funding awarded, the application will be penalized 1 point; an applicant requesting 50% or more of the original funding awarded will be penalized 2 points.

32. The **Intermodal Elements** factor awards up to 5 points for projects that involve the interaction and connection between different modes. Examples of this are such things as connections between barge and rail facilities, new roadway access to a port or new pedestrian accommodations to access transit.

Factors for Other Projects

In some cases, OKI will receive applications for projects that do not fit the highway, transit or non-freight highway project definition. In these cases, the Prioritization Subcommittee will examine each application and subjectively rank the application in comparison to the highway, transit and non-highway freight applications received. This ranking will be accomplished through a thorough review and discussion of the application and comparison of the estimated benefits to the region with the estimated cost of the project.

Process for Reviewing and Ranking All Applications

All applications submitted to OKI for suballocated federal highway funding (CMAQ, SNK or STP) will be reviewed using the following procedure recommended by the Prioritization Subcommittee which was adopted by the OKI Intermodal Coordinating Committee (ICC) on April 6, 2004 and revised on January 10, 2006 and October 6, 2009.

1. Transit projects, highway projects and non highway freight projects will be reviewed separately using their respective factors (transportation factors) as shown on the following pages. This will allow a determination of the relative strength of a highway project compared to other highway projects , transit projects compared to other transit projects and non highway projects compared to one another—an “apples to apples” methodology.
2. Each application will then be reviewed using the planning factors for all projects.
3. The Prioritization Subcommittee will develop a recommended ranking of all projects based on the review of transportation and planning factors and present this list to the ICC. The ICC will review the recommendations to determine that “Regional Priorities” are achieved through the suggested rankings.
4. Staff will determine the appropriate funding type for each application—CMAQ or STP (SNK) and projects will then compete against one another based on the funds available in their respective funding categories. CMAQ eligible projects will be funded with CMAQ funds while STP funds will be used generally for non-CMAQ eligible projects. CMAQ funds are not sub-allocated to OKI in Kentucky.
5. After the ICC develops a final ranking of CMAQ and STP (SNK) projects, this recommended list will be presented to the OKI Executive Committee or Board of Directors for concurrence.

Transportation Factors for Highway Projects (45 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Safety	More than 9 accidents per MVM	5
	More than 7 accidents per MVM	4
	More than 5 accidents per MVM	3
	More than 3 accidents per MVM	2
	More than 1 accident per MVM	1
Positive Project Impact on Safety	High impact	5
	Medium impact.....	3
	Low impact	1
	No impact	0
Existing Level Of Service (LOS)	E/F	5
	D.....	4
	C.....	3
	B.....	2
	A.....	0
Positive Project Impact on LOS	High impact	5
	Medium impact.....	3
	Low impact	1
	No impact	0
Average Daily Traffic (ADT)	Over 25,000.....	5
	Over 20,000.....	4
	Over 15,000.....	3
	Over 10,000.....	2
	Over 5,000.....	1
	Less than 5,000.....	0
Freight Volumes (Truck Traffic Percentages)	12% or greater	5
	9 to <12%.....	4
	6 to <9%.....	3
	3 to <6%.....	2
	1 to <3%.....	1
	<1%	0
Roadway Classification	Freeway/Expressway or Principal Arterial	5
	Minor Arterial	4
	Collector	3
Complete Streets	Score 1 point for each viable mode in the finished project added or improved: (up to 5 points available)	
	Motor vehicle	1
	Fixed transit route	1
	Pedestrian facility	1
	Bicycling facility	1
	Sidepath	1
	Traffic calming	1
Status of Project	Construction and/or ROW plans complete	5
	P/E and Environmental complete	4
	Initial request for construction funding only	3
	Initial request for construction and ROW funding	2
	Initial request for CON, ROW, and PE/Design (KY, IN).....	1

Transportation Factors for Transit Projects (45 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Positive Project Impact on Safety & Security	High impact	5
	Medium impact	3
	Low impact.....	1
	No impact.....	0
Useful Life	15 or more years.....	5
	10 to 14 years	4
	4 to 9 years	3
	Less than 4 years	0
System Impact	Impact on system and passengers	5
	Impact on passengers only	3
	Impact on system only	1
Type	Replacement or expansion of revenue vehicles	10
	Fixed facility	8
	Support (Non-revenue) equipment	6
Time to Implementation	0 to <1 year	5
	1 to 2 years	3
	3 to 4 years	0
Positive Ridership Impact	High increase in ridership.....	10
	Medium increase in ridership.....	6
	Low increase in ridership	2
	No increase in ridership	0
Capital Utilization	3 years/40% in miles over FTA value	5
	2 years/30% in miles over FTA value	3
	1 year/20% in miles over FTA value.....	1

Transportation Factors for Non-Highway Freight Projects (45 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Mode Specific Traffic Flow	Mode V/C > 1.0	5
	Mode V/C .75 to < 1.0.....	4
	Mode V/C .50 to < .75.....	3
	Mode V/C .25 to < .50.....	2
	Mode V/C < .25	0
Impact on Roadway Congestion	High number of large trucks removed/day.....	20
	Medium number of large trucks removed/day.....	10
	Low number of large trucks removed/day	5
	No trucks removed/day.....	0
Safety	High positive impact.....	5
	Medium positive impact	3
	Low positive impact.....	1
	No impact.....	0
Status of Project	Construction and/or ROW plans complete.....	5
	P/E and Environmental complete	3
	Initial request for construction and/or ROW funds.....	1
	No plans completed.....	0
Reliability	High positive impact.....	5
	Medium positive impact	3
	Low positive impact.....	1
	No impact.....	0
Facility Type	Rail:	
	Mainline track	5
	Passing track (siding)	4
	Branch line	3
	Side, switching and industrial track (rail yard improvements).....	2
	Water port:	
	Located on any waterway suitable for commercial shipping (w/direct hwy <u>and</u> rail access)	5
	Located on any waterway suitable for commercial shipping (w/direct hwy <u>or</u> rail access)	3
	Service ancillary port activity or within commercial waterway shipping area	1

Planning Factors for All Projects (55 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Replacement/ Expansion	100% Replacement	5
	75% Replacement/25% Expansion	4
	50% Replacement/50% Expansion	3
	25% Replacement/75% Expansion	2
	100% Expansion	1
Environmental Justice	Overall net benefits (good to excellent)	4-5
	Overall net benefits (fair to good).....	2-3
	Overall net benefits (none to fair).....	0-1
	Note: NET benefit for Environmental Justice indicates a subjective consideration of both POSITIVE and NEGATIVE impacts.	
SRPP	Based on answers, up to 5 points.....	0 to 5
Local Planning	Consistent--comprehensive plan complete & current.....	5
	Consistent--comprehensive plan needs improvement.....	3
	Inconsistent--no comprehensive plan.....	0
Air Quality/Energy (VMT,VHT & Emission Reductions)	2 or more Reduced.....	6 to 10
	1 or more Reduced.....	0 to 5
Local Share OVER amount Required	50% or above of estimate.....	10
	45% to 49% of estimate.....	8
	40% to 44% of estimate.....	6
	35% to 39% of estimate.....	4
	30% to 34% of estimate.....	2
	20% of project estimate (Required local amount).....	0
Existing Condition	Critical	5
	Poor	3
	Fair.....	1
	Good	0
Economic Vitality	Project creates employment	5
	Project retains employment.....	3
	Project does not retain employment	0
History of Project Delivery	1 project slipped past programmed year	-3
	2 or more projects slipped past programmed yr	-5
Applicants Requesting Additional Funds	up to 25% of original approved funding amount.....	0
	25% to up to 50% of original approved funding amount.....	-1
	50% or more of original approved funding amount.....	-2
Intermodal Elements	Project involves the interaction and connection of 3 or more modes..	5
	Project involves the interaction and connection of 2 or more modes..	3
	No interaction and connection between modes.....	0

APPLICATION FORM
 OKI SUB-ALLOCATED FEDERAL FUNDS
 (OHIO—STP, CMAQ; KY—SNK; INDIANA—STP, CMAQ)
 Revised October 2009

APPLICANT INFORMATION

Applicant:
 Address:

Contact Person/Title:

Telephone:
 e-mail:
 fax:

PROJECT INFORMATION

Describe the proposed project, including location, length of project, termini and scope. If this is a capacity adding project, it must be included in the OKI Metropolitan Transportation Plan (MTP)

COST ESTIMATE

Phase	Requested Funds	Local Match	Total Project Estimate
PE (Indiana Only)	_____	_____	_____
Design (KY Only)	_____	_____	_____
ROW*	_____	_____	_____
Utility (KY & IN)	_____	_____	_____
Construction	_____	_____	_____
TOTALS	_____	_____	_____
Percentages	_____ %	_____ %	_____ %

* ROW includes utility costs in Ohio
 Attach a certified cost estimate Engineer's Seal or other Generally Accepted Standard

Fiscal Year (July 1 through June 30) for which funds are being sought (by phase):

CURRENT STATUS OF PROJECT DEVELOPMENT:

RELATION TO OTHER FUNDING SOURCES:

List any other funding sources contemplated or committed

RELATION TO OTHER LOCAL/REGIONAL IMPROVEMENTS:

Is Project part of a larger project or plan or adopted in a local plan with a budget?

LOCAL/REGIONAL SUPPORT AND ENDORSEMENTS:

Document public support for the project, including Environmental Justice communities

DESCRIBE HOW THE PROJECT MEETS THE GOALS AND OBJECTS OF THE MTP
Refer to Goals and Objectives beginning on page 8

DESCRIBE HOW THE PROJECT MAY POTENTIALLY AFFECT STORMWATER RUNOFF IN
THE AREA. (*SEE US EPA NPDES PHASE II Final Rule, Dec 2005*)

TRANSPORTATION FACTORS FOR HIGHWAY PROJECTS ONLY

(Any Capacity-Adding Project must be listed in the OKI MTP)

1. What is the existing safety condition of the project area?

- More than 9 accidents per MVM
- More than 7 accidents per MVM
- More than 5 accidents per MVM
- More than 3 accidents per MVM
- More than 1 accident per MVM

2. What is the project impact on safety?

- High Medium Low No Impact
- Please explain:

3. What is the existing LOS?

- E/F D C B A

4. What is the impact on LOS?

- High Medium Low No Impact
- Please explain:

5. What is the current Average Daily Traffic (ADT)?

- Source of ADT data _____
- (If the project involves several roadway segments, an average should be used and documented)

1. Freight Corridors--What are the truck traffic volumes in the project area?

- Source of truck ADT data _____
- Percentage of total ADT (question #5) _____

2. What is the roadway classification of this project?

- Freeway/Expressway or Principal Arterial
- Minor Arterial
- Collector

3. How has the Complete Streets concept been applied to the project? Which modes are being improved or added through this project?

- Motor vehicle
- Fixed transit route
- Pedestrian facility
- Bicycle facility
- Separate shared use path
- Traffic calming

Please explain:

4. What is the existing status of the project?

- Construction and ROW plans completed
- P/E and Environmental complete
- Request for construction funding only (no ROW needed or already acquired)
- Request for construction and ROW funding
- Request for CON, ROW and PE/Design (Kentucky and Indiana only)

TRANSPORTATION FACTORS FOR TRANSIT PROJECTS ONLY

5. What is the project impact on safety and security?
_____ High _____ Medium _____ Low _____ No Impact

Please explain:

6. What is the useful life of the proposed project? (*FTA Guidelines*)
_____ 15 or more years _____ 10 to 14 years
_____ 4 to 9 years _____ Less than 4 years

7. What is the system impact of the project?
_____ Impact on system & passengers
_____ Impact on passengers only
_____ Impact on system only

Please explain:

8. What is the type of project?
_____ Replacement or expansion of revenue vehicles
_____ Fixed facility
_____ Support (non-revenue) equipment

9. What is the time to implementation after funding is granted?
_____ 0 to <1 year _____ 1 to 2 years _____ 3 to 4 years

10. What is the anticipated impact on ridership from this project?
_____ Increase in ridership _____ Maintain ridership

Please explain:

11. Capital Utilization--How has the equipment being replaced been utilized?
(*provide documentation of age and/or mileage*)

- _____ 3 years or 40% in miles over the FTA value
_____ 2 years or 30% in miles over the FTA value
_____ 1 year or 20% in miles over the FTA value

TRANSPORTATION FACTORS FOR NON-HIGHWAY FREIGHT PROJECTS ONLY

12. Mode specific traffic flow

- V/C > 1.0
- V/C .75 to < 1.0
- V/C .50 to < .75
- V/C .25 to < .50
- V/C < .25

13. Impact on roadway congestion

- High number of large trucks removed per day
- Medium number of large trucks removed per day
- Low number of large trucks removed per day
- No trucks removed per day

Please Explain:

14. Existing safety conditions and impact of project

- High positive impact
- Medium positive impact
- Low positive impact
- No impact

Please Explain:

15. Status of Project

- Construction and/or ROW plans complete
- P/E and Environmental complete
- Initial request for construction and/or ROW funds
- No plans completed

16. Reliability

- High positive impact
- Medium positive impact
- Low positive impact
- No impact

17. Facility Type Rail:

- Mainline track
- Passing (siding) track
- Branch line
- Side, switching, industrialized yard track

Water Port:

- Located on any waterway suitable for commercial shipping (w/direct highway and rail access)
- Located on any waterway suitable for commercial shipping (w/direct highway or rail access)
- Serve ancillary port activity or within commercial waterway shipping area

PLANNING FACTOR FOR ALL PROJECTS

18. What percentage of project is replacement and what percentage is expansion?

_____ % replacement

_____ % expansion

Please explain:

19. Environmental Justice

a. Does your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply. See attached maps for details

_____ Minority _____ Elderly _____ Zero-car Household

_____ Low-income _____ Disabled

*Please keep in mind that even if your project is not located in or adjacent to an identified Environmental Justice group, there still remains the possibility of impact on one of these groups. **All applicants must fill in all questions of the Environmental Justice section for their application to be considered.***

b. During the implementation state, does the project have a negative impact or burden on any of the OKI identified EJ groups listed above? If so, please describe the temporary negative impact:

c. Does the completed project have a negative impact or burden on any of the OKI identified EJ groups? If so, please describe the permanent negative impact(s):

d. Describe any plans to mitigate the temporary or permanent negative impacts or burdens associated with the project:

e. Describe any direct or indirect permanent benefits of your project on the identified EJ groups:

f. How are you planning to communicate with any of the OKI identified EJ groups about your project? (i.e. public meetings, bilingual information, develop community liaisons):

20. Strategic Regional Policy Plan (SRPP)

a. If appropriate, please select one of the following:

_____ Is the project located in a town/neighborhood center or downtown area?

_____ Is the project located in an area with a mix of uses with a central focus?

_____ Is the project located along a functionally classified major collector or higher roadway with urban development characteristics?

_____ Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?

Explain:

b. Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized? _____ Yes _____ No

Explain:

c. Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?

_____ Yes _____ No

Explain:

d. Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?

_____ Yes _____ No

Explain:

e. Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?

_____ Yes _____ No

Explain:

26. Local Planning Factor

This factor will award up to five points to proposed transportation projects that are consistent with a comprehensive plan **or** other discrete studies or plans if the applicant can demonstrate that the plan meets similar analysis and content criteria. (Comprehensive plans typically do not address routine maintenance projects; however, routine maintenance is a key factor in preserving the region's existing transportation system. A project that is predominantly

comprised of routine maintenance will receive 5 points regardless of the status of the jurisdiction's comprehensive plan because of its inherent system preservation function)

- a. **Comprehensive Plan (or other):** Is the project consistent with the jurisdiction's comprehensive plan? _____ Yes _____ No

Title of Plan: _____
Date Adopted: _____
Contact Person: _____

- b. **Planning Area:** For planning documents other than local comprehensive plans, please identify the planning area (location) in relation to the proposed transportation project.

- c. **Data Analysis:** Generally describe the process of data gathering and analysis as the basis for the plan (Include page references to specific examples, where applicable).

- d. **Public Participation:** Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).

- e. **Core Contents:** Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?

- f. **Goals, Objectives and Policies:** Generally describe how the project implements the goals, objectives and/or policies of the applicable plan (Include page references to specific examples).

- g. **Land Use/Transportation Relationship:** Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is

new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).

h. **Implementation and Evaluation:** Generally describe the processes by which the plan will be updated and implemented (Include page references to specific examples, where applicable).

27. Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?
- _____ VMT reduced
_____ VHT reduced
_____ Emissions Reductions (transit or diesel retrofits)

Please explain:

28. How much additional local match is being provided OVER the required match?
_____ % **additional match over 20%** required match
(This figure should correspond with that shown on the first page of the application)

29. What is the existing condition of the project area?

_____ Critical
_____ Poor
_____ Fair
_____ Good

Please explain:

30. How does the project provide economic vitality in the project area?

_____ Retains employment
_____ Retains and creates employment*
_____ Project does not directly affect employment
**Job creation must be within 3 years of project initiation*

Please explain:

31. Project Delivery History

Has the applicant had any programmed projects miss their originally programmed date?

_____ Yes _____ No

Specify projects: *(see application instructions for negative points associated with this factor)*

Is the applicant requesting additional funds for a project previously funded with OKI allocated federal funds? _____ Yes _____ No

32. Intermodal Connections

Does this project create or enhance new intermodal connections?

_____ Yes _____ No

If yes, please describe: