

## APPENDIX A

### Public Involvement/Environmental Justice Documentation



Ohio-Kentucky-Indiana Regional Council of Governments  
Transportation Project sponsor minimal public involvement requirements to ensure  
Environmental Justice Compliance

It is OKI's mission to ensure early and continuing public involvement opportunities throughout the transportation planning and programming process. Project sponsors public involvement processes shall be proactive and provide complete information, timely public notice, and promote full public dialogue and access to key decisions.

Further, project sponsors processes shall provide for:

1. A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, especially low-income, minority, elderly, disabled, and zero-car households which may face challenges accessing employment and other amenities.
2. Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects.
3. Reasonable public access to technical and policy information used in the development of the transportation plan.
4. Adequate public notice of public involvement activities and time for public review and comment at key decision points. The public involvement activities shall be carried out in a metropolitan area in response to metropolitan planning requirements in 450.322 (c) or 452.324 (c).

October 24, 2002

## TIP Public Hearing

A Public Hearing concerning the OKI FY 2008 – 2011 Transportation Improvement Program (TIP) was held on Monday, March 12, 2007. The hearing was held in the OKI Board Room and began at 6:05 p.m. A copy of the sign-in sheet is shown on the next page. Three representatives from the public attended the meeting. After a presentation on the draft TIP, comments were accepted. There was one comment made during the public hearing from a representative of the Citizens for Civic Renewal. The entire public hearing, including comments made, was taped and is available upon request.

Copies of the first draft of the OKI FY 2008 – 2011 TIP were available at the hearing. In addition, copies of the draft document were posted on the OKI website on February 9, thirty-one (31) days prior to the public hearing. Comments from the public will be accepted until April 12. This time period meets the 30 days prior to and 30 days after the public hearing requirement as per the current Environmental Justice Policy. Comments will be subject to a summary of analysis to determine the appropriate action that is required. In addition, after the OKI Participation Plan is adopted, all future public input will follow the requirements of this plan.

Legal advertisements about the public hearing were placed in the Cincinnati Enquirer, the Cincinnati Post, the Kentucky Post, the Cincinnati Herald and the Spanish Journal. A public notice flyer was developed and included with the agenda packets for the OKI Intermodal Coordinating Committee (technical advisory committee) and the OKI Executive Committee. The OKI website also listed the date and time of the public hearing.



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Mr. Paine:

Thank you for your hard work in putting together the FY 2008-2011 TIP - it is a Herculean task. You and your staff should be commended for putting together such a clean document – especially when burdened by the complexities and jargon that accompany the financing of transportation projects.

Thank you too for the opportunity to comment on the TIP. As you heard at the ICC, I have a few concerns that I would like to raise:

1. Several projects are listed in the TIP tables with no programmed costs for FY 2008-2011. This becomes confusing to the reader. They should either be put in a separate table or removed from the TIP altogether. Perhaps they could be listed in the LRTP as upcoming projects. Projects that do not have any programmed costs for FY 2008-2011 include:
  - a. 20499 – SR 63 Extension
  - b. 77944 – IR 74 Widening
  - c. 80758 – US 50 Bridge Rehabs
2. Glaring omissions from the project list.
  - a. As I mentioned at the ICC, I-71 in the vicinity of the proposed MLK interchange to Reading Road is falling apart. Other states I have lived in would never let an interstate become pock marked with potholes – it just sends the wrong impression about our region. In my research the last time I-71 was paved was in the mid-1990s. Since repaving is not scheduled in the TIP, it appears that I-71 in this area will not be repaved for over 15 years – unacceptable in my opinion.
  - b. I am also surprised ODOT has not scheduled any maintenance or safety projects around the I-71 Smith/Edwards exit. This area is begging for traffic improvements and routine maintenance. The area near Smith Road and the I-71 ramps is in horrible condition – and this near one of the premier shopping destinations in the region – embarrassing!
  - c. Routine maintenance of I-71 from Ridge to downtown and the Norwood Lateral is also less than optimal. The cleaning of the shoulders must be done more frequently – there is always debris toward the median and the shoulder. When I drive I-71 by Pfeiffer it always looks so clean – I can't reconcile the difference.

I guess what I am getting at has less to do with the TIP and more to do with the ODOT priorities. The huge widening and capacity projects included in the TIP have created

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such an imbalance in spending - over 2:1 for the four year period (Table 1 of the TIP) – that it is hard to believe “the emphasis on adequately maintaining the existing highway structure” statement on the same page. I would suggest ODOT move to a “fix it first” program of transportation improvements so we can take care of the real needs before building expensive capacity projects. I would hope that such a change in policy could be reflected in this TIP.

Sincerely,

Steve Johns

Cc: Hans Jindal, ODOT District 8

