

Transportation Improvement Program

FISCAL YEARS 1997-2000

OKI Ohio • Kentucky • Indiana
Regional Council of Governments
801-B West Eighth Street - Suite 400
Cincinnati, Ohio 45203-1607

FISCAL YEARS 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

JUNE 1996

Prepared By The
OHIO-KENTUCKY-INDIANA
REGIONAL COUNCIL OF GOVERNMENTS

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ABSTRACT

TITLE: OKI Fiscal Years 1997-2000 Transportation Improvement Program

DATE: June 1996

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AGENCY: The Ohio-Kentucky-Indiana Regional Council of Governments is the Metropolitan Planning Organization for the Greater Cincinnati area. OKI works on an array of regional issues related to transportation planning, commuter services, and air and water quality. Executive Director: James Q. Duane

REPORT ABSTRACT: The preparation of the Transportation Improvement Program (TIP) is a requirement in order to qualify the region for continuing eligibility for federal highway and transit funding assistance. The TIP is a program of publicly-funded transportation improvements for the OKI region. Although OKI produces the TIP on an annual basis, each edition covers a period of four years. Along with an overview of the transportation planning process through which the projects are generated, the TIP provides a listing, by county, of all federally-assisted highway and transit improvements that are contemplated by municipal, county, or state governments or transit authorities.

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AGENCY ORGANIZATION

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is the planning agency designated as the Metropolitan Planning Organization (MPO) for the greater Cincinnati area. Although OKI currently maintains an interdisciplinary staff dealing with planning issues in the environmental and regional development sectors, among others, the agency was initially formed to assist the region in meeting the "continuing, comprehensive and cooperative" transportation planning requirements of the 1962 Federal-Aid Highway Act.

The OKI region is composed of eight counties: Dearborn County in Indiana; Boone Campbell and Kenton Counties in Kentucky; and Butler, Clermont, Hamilton, and Warren Counties in Ohio. By arrangement with the State of Indiana, OKI does not currently conduct transportation planning activities in Dearborn County.

OKI is governed by a Board of Trustees of approximately 100 members, representing local and state government and area planning agencies, supplemented by at-large representatives. An Executive Committee of approximately 30 members of the Board meets monthly to review and direct the activity of the staff. In order to more closely monitor the planning process at the detail, as opposed to the policy, level, the Intermodal Coordinating Committee (ICC) also meets monthly and makes recommendations to the Executive Committee. The ICC is composed of approximately 70 members, representing local governments and other area organizations, whose position and experience enable them to assist the Executive Committee in the evaluation of the technical aspects of regional planning. The ICC is guided by the previous work of the TIP Subcommittee, which dealt with all aspects of the preparation, maintenance and amendment of the TIP, including ensuring that the precepts of Transportation System Management (TSM) were applied in the process of short range planning, especially in the development of projects destined for inclusion in the TIP.

The TIP Subcommittee was formed in late 1983 by the merging of the Priority Subcommittee and the TSM Subcommittee. The functions of these subcommittees have been preserved, yet streamlined within the ICC.

LONG RANGE PLANNING

The organization outlined above is the framework within which OKI conducts the urban transportation planning process. An important part of this process is the Long Range Plan (LRP). The LRP is a statement, expressed in terms of capital projects, of the transportation system required to serve the forecast travel demand for some specified future year, generally twenty years from the study baseline. Managing Mobility: Year 2010 Regional Transportation Plan was adopted by the OKI Board of Trustees in November, 1993. Capacity-enhancing projects in this document and in future versions of the TIP must arise from that plan.

TRANSPORTATION SYSTEM MANAGEMENT

The concept of Transportation System Management has come to be recognized, both in philosophy and practice, as an essential element of transportation planning. TSM is essentially a process of broadening the range of alternatives that should be evaluated in addressing a transportation problem. Multi-modal perspective and system efficiency improvements are the governing considerations, rather than the immediate choice of new construction as the problem solution. TSM is equally useful in long range and short range transportation planning situations. The ICC is charged with the responsibility for assessing the degree to which the TSM approach has been applied to projects proposed for inclusion in the TIP.

Planning activities under the topic of TSM at OKI are broader than just those that relate to the programming of transportation improvements through the TIP. Much of the preliminary planning work is accomplished through studies that identify the need for specific improvements as part of an overall analysis. Corridor and sub-area studies, for instance, rely heavily on the TSM approach, and yield a variety of recommendations, not all of which are capital-related physical improvements destined for the TIP. Similarly, much of the operational analysis and planning conducted by and for the region's mass transit operators is TSM in nature, and wider in scope than TIP-related projects.

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is the compilation of all publicly-assisted transportation projects, including both highway and transit elements, constrained to available funding levels and prioritized by need. It is the region's program for transportation improvement, the mechanism by which local governments, acting together in a coordinated effort, place system improvements in a comprehensive perspective in order to allocate limited resources in the most beneficial manner. Upon adoption by the OKI policy board it becomes a policy document, directing the flow of transportation improvements in the region.

Inclusion in the TIP is a prerequisite for federal funding assistance. Any project phase must be included in it in order to receive federal authorization in the current year. Once authorized, that particular phase need not be included in the TIP anymore. Highway projects are customarily divided into the preliminary engineering phase (P), right-of-way acquisition phase, including utility relocation if necessary (R), and construction phase (C). These phases are staged out over a period of years, and advance with the project's actual progress. Since the construction phase is the final step, the project is no longer included in the TIP after it has been awarded to a contractor. For transit projects, the project is removed as soon as the grant is approved by the Federal Transit Administration.

Highway projects are also removed upon request of the sponsoring agency. This sometimes occurs as the agency revises its funding priorities. Newly developed projects are added to the TIP in two ways. At various times during the year, the OKI Executive Committee will act on a resolution amending the TIP to modify existing projects or add new ones. Alternatively, when the TIP is annually updated each spring, and presented to the Executive Committee for adoption, it includes all newly developed projects recommended by the ICC. This process is subject to some limitations related to air quality conformity analysis that must now be conducted on the TIP. Please see the discussion under the air quality conformity section.

Table 1 presents all of the highway projects that were included in last year's TIP that have been deleted, for whatever reason. Table 2 presents all of the highway projects that are newly included in this edition of the TIP.

PRIORITIZATION

The role of prioritization falls most naturally to the MPO, since this activity, of necessity, requires a regional forum for cooperative decision-making. Given the limited nature of federal funding, and the scarcity of state and local matching capability, it is incumbent upon local governments, acting together, to identify those projects and programs that will be the most beneficial to the region.

In the OKI region the mechanics of prioritization are executed by the ICC. It is the responsibility of this group, acting with staff assistance, to evaluate existing and newly developed projects to form the TIP. This action is in the form of a recommendation to the policy board.

A series of 22 project categories is used for prioritization, representing each applicable funding source (see Table 3 for a listing of the categories). Staff provides an evaluation of all projects falling into each category. The ICC then weighs all the projects in each category, thus producing a numerical ranking. Each project appearing in the TIP shows a rank under the column labeled priority. The alpha character indicates the category and the numeric character the priority rank within that category. For example, Q-7 indicates the seventh priority project in the Ohio Safety Projects category.

This methodology was selected because it provided the means to simplify the task of cross-evaluating the multitude of projects listed in the TIP. The categorization based upon funding source appeared to be the most reasonable choice, since projects within each category are competing for the same funds, while projects do not compete across categories, i.e. the need for a Kentucky bridge replacement project would not affect the funding available for an Ohio interstate project (or, for that matter, an Ohio bridge replacement project).

The ICC's work in prioritizing TIP projects is guided by the OKI Prioritization Process Procedural Manual. The manual was developed during FY 1979 and FY 1980 and is the product of a process of gradual refinement. It was officially adopted by the OKI Executive Committee on January 10, 1980.

The manual describes the overall process and details the individual criteria selected for use in evaluating projects. Under each criterion's discussion, the actual measures of analysis are set forth. The criteria and measures are

**TABLE 1
FY 1996-1999 TIP PROJECTS DELETED**

<u>Number</u>	<u>Description</u>	<u>Reason</u>
<u>Boone County</u>		
1022.0	Regional Traffic Management System	Contract Let
279.0	I-75 Exit Ramp at Houston - Turn Lanes	Added to 237.0
337.0	KY3076 at Olympic - Signal, Turn Lane	Contract Let
<u>Butler County</u>		
7697	Brookwood Turn Lanes and Signal	Contract Let
10929	Closed Loop Signal System in Fairfield	Contract Let
5086	SR4 Bridge Replacements S of Middletwn	Contract Let
11275	CR18 Intersection Improvement	Contract Let
7469	US27 Reconstruction North of Millville	Contract Let
7509	CR35 Bridge Replacement E of Indiana	Contract Let
11894	CR117 Culvert Replacement on Cox Rd	Contract Let
11893	CR118 Culvert Replacements E of Barret	Contract Let
13488	SR122W Resurfacing in Middletown	Contract Let
11321	SR177 Bridge Replacement S of SR130	Contract Let
8791	SR747 Bridge Rehabilitation S of SR129	State Request
<u>Clermont County</u>		
11561	SR131 Culvert Replacement W of Brown	Contract Let
10619	SR133 Culvert Replacement N of SR125	Contract Let
10272	SR133 Bridge Replacement S of SR32	Contract Let
4737	SR276 Bridge Replacements N of SR32	Contract Let
11576	SR743 Bridge Replacement N of SR756	Added to 15669
8157	SR749 Bridge Replacement W of SR132	Contract Let
<u>Hamilton County</u>		
15167	Regional Traffic Management System	Contract Let
13378	Closed Loop Signal System- Montgomery	Contract Let
9076	Bridge Replacement in Sharonville	Contract Let
4898	SR126 Culvert Replacement E of US22	Contract Let
<u>Kenton County</u>		
1035.0*	Downtown Covington Signal System	Contract Let

176.0	KY8 Operational Improvements	Contract Let
47.0	Brent Spence Bridge Scoping Study	Study Underway

Warren County

11252	SR48 Culvert Replacement S of US22	Contract Let
13081	SR123 Bridge Replacement SE of I-75	State Request

* Added by resolution during FY 1996

Note: None of the projects removed from the FY 1996-1999 TIP were subject to air quality conformity analysis - all were classified "exempt".

presented in Table 4. Since its adoption, minor revisions have been made to the process to accommodate changing conditions and requirements. One example would be the inclusion of energy conservation considerations along with the air quality determination.

One important element of the manual as adopted regards the potential of over-programming. The position of OKI is that when any of the federal funding categories for any given year is programmed to the full extent of funds expected to be available for that year, no new projects in that category will be accepted into the TIP unless additional funding becomes available or existing projects are withdrawn. While this is now a federal requirement (for the first two years of the TIP), OKI's policy predated the federal concern by more than a decade.

The OKI process is currently undergoing some revision to accommodate the changes brought about by enactment of the Intermodal Surface Transportation Act (ISTEA) of 1991. New funding categories and programming responsibilities are delineated in the ISTEA, and MPOs like OKI need to evolve new mechanisms to address these changes. This will become clearer in future editions of the TIP, as suggested procedures and guidance from the federal level are clarified, and as the OKI Executive Committee makes the responses necessary to meet this guidance and at the same time serve their perception of regional needs. As a first step, the ICC has developed a revised prioritization process more reflective of the funding flexibility that is a central element of the ISTEA. This was created specifically

TABLE 2
FY 1997-2000 TIP PROJECTS ADDED

Number Description

Boone County

351.0^a US25 Widening from KY1829 to KY338
 343.0 Installation of Four Traffic Signal Systems
 12.23 Slide Repairs at Various I-275 Locations
 316.0^a KY1017 Widening form US25 to KY717

Butler County

15864 Districtwide Guardrail Repair
 15920 Districtwide Pavement Markings
 15923 Districtwide Pavement Markings
 15922 Districtwide Reflector Replacement
 15921 Districtwide Pavement Markings
 14678 Corso Road Covered Bridge Rehabilitation
 14922 SR4 Intersection Improvement at Trenton-Franklin Rd
 15191 SR73 Widening, Turn Lane West of Trenton
 15110 SR126 and SR128 Resurfacing
 15277 SR128 Bridge Deck Replacement North of US27
 14391 SR177 Culvert Replacement North of SR73
 15735 CR250 Bridge Replacement West of SR126
 15347 SR744 Culvert Replacement East of Somerville

Campbell County

334.0^a New Connector Roadway from KY16 to KY9
 342.0 Installation of Four Traffic Signal Systems
 201.0 NKU Access at I-471 Scoping Study
 352.0^a KY536 Extension frm US27 to KY9

Clermont County

12673 SR32 Resurfacing East of Batavia
 14787 US50 and SR28 Resurfacing
 13054 US50 Intersection Improvement at SR131
 16196 US50 and SR133 Resurfacing
 15276 Twelve Mile Road Bridge Replacement
 6153 SR132 Curve Relocation South of SR749

9710 SR132 Relocation North of US50
 15349 SR132 Culvert Replacement North of SR131

Hamilton County

13893 Cincinnati Bicycle Improvements Enhancement Project
 14824 Cincinnati CBD Gateways Enhancement Project
 14736 Loveland Bicycle Trail Enhancement Project
 14991 Madeira Bikeways Enhancement Project
 15847 Cross County Highway Wetlands Replacement
 15844 US22 Resurfacing in Montgomery
 15348 US22 Bridge Deck Replacement in Montgomery
 15018 Columbia Parkway Scenic Enhancement Project
 12307 US50 Safety Upgrading East of Mariemont
 15863 Districtwide Interstate Cleaning, Sweeping, Basins and Inlets
 8808 SR126 Intersection Improvement at Pippin Road
 13980 US127 Resurfacing North of Mt. Healthy
 13007 SR264 Intersection Improvement at South Road
 13853 SR264 Intersection Improvement at Ebenezer Road
 14312 I-275 Slide Repair East of Winton Road
 14071 I-275 Bridge Painting East of I-75
 15166 SR561 Bridge Removal North of US42

Kenton County

344.0^a KY16 Widening from I-275 to KY1501
 353.0 US25 Reconstruction and Drainage Improvement
 1032.01 KY536 Improvement at RR Crossings in Ricedale
 71.03^a KY1303 Wideing from Autumn to Richardson

Warren County

15165 US42 Resurfacing in Mason
 15244 US42 Resurfacing North of SR122
 15346 SR48 Culvert Replacement in Maineville
 15443 SR48B Intersection Realignment at US42

^a Projects analyzed for Air Quality Conformity (Year 2005 Scenario) in FY1997-2000 TIP

**TABLE 3
PRIORITIZATION CATEGORIES**

<u>Identifier</u>	<u>Description</u>
A	Kentucky Interstate System and NHS Projects
B	Kentucky STP Projects (OKI STP Allocation)
C	Kentucky STP Projects (State's STP Allocation)
D	Kentucky Congestion Mitigation/Air Quality Projects
E	Kentucky Bridge Replacement Projects
F	Kentucky Safety Projects
G	Kentucky Non-Federal Projects
J	Ohio STP Projects (OKI STP Allocation)
K	Ohio Interstate System Projects
L	Ohio NHS Projects
M	Ohio STP Projects (State's STP Allocation)
N	Ohio Bridge Replacement Projects
S	Ohio Non-Federal Projects
W	Ohio Flex-Funded Projects (OKI STP and CM/AQ)
RC	Clermont County Rural Transit System Projects
RW	Warren County Rural Transit System Projects
UM	Middletown Transit System Projects
US	SORTA Transit Projects
UT	TANK Transit Projects

for the categories of funding (STP and CM/AQ) that are under OKI's authority and most subject to demands for modal flexibility. The replacement process will be used over the next year and evaluated prior to the next edition of the TIP. Projects for non-STP categories continued to be evaluated by the existing approved process. Table 5 details the flexible-funding prioritization process. The following listing shows the traditional STP funded category for Ohio, in priority order, with phases by each fiscal year.

<u>PRIORITY AND PROJECT</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY00</u>
1 9929	Waldvogel Viaduct Rehab			C
2 13379	Forest Park Sig Systems (96)			
3 14012	SR4/Sharon Signal	C		
4 13932	I-275/Reed Hartman			
5 13252	Reed Hartman Closed Lp	C		
6 13524	Middletown Resurfacing II	C		
7 13526	Middletown Resurfacing III		C	
8 4905	Hopple/Meeker		R	C
9 4909	Queen City Ave Widening			R
10 4959	HAM-SR125-1.31 Widen	R	C	
11 8205	HAM-SR561-2.59 Widen (96)			
12 5983	Breiel Blvd Extension	C		
13 7977	HAM-CR453-1.16		R	C
14 13888	WAR-SR741-22.301		C	
15 7147	WAR-SR741-15.53		C	
16 9473	WAR-SR741-0.00	C		
17 4932	WAR-SR63/123-10.732		R	C
18 10155	CLE-CR21-1.51 Signals		C	
19 13885	HAM-SR747-2.38		R	C
20 7948	CLE-SR28-3.81 Widening			R
21 7529	BUT-IR75/CR19-3.75	R		C
22 8347	HAM-US127-22.816		R	C
23 9614	BUT-CR19-11.02	R/C		
24 7402	WAR-SR123-50.828			R
25 4873	HAM-SR126-11.68 (96)			C
26	SR4/Mack/Mulhauser			
27	BUT-CR19-13.24			R
28	WAR-CR19-0.00			C
29 10162	Tylersville Widening		R	C
30 7528	WAR-SR123-27.66	C		

**TABLE 4
HIGHWAY PROJECT CRITERIA AND MEASURES**

TSM	All (15) or Nothing (0)		
AIR QUALITY/ENERGY		Air Quality	
		Negative	Neutral
	Negative	0	1
	Neutral	1	5
	Positive	3	8
			Positive
			3
			8
			10
SEE CONSIDERATIONS	Subjective (0 to 10)		
CRITICAL REPAIR/REPLACE	All (10) or Nothing (0)		
ACCIDENT HISTORY	Subjective (0 to 10)		
LONG RANGE PLAN	All (10) or Nothing (0)		
SYSTEM COMPLETION	All (5) or Nothing (0)		
CONSTRUCTION IMPLEMENTATION	In First Year	(5)	
	In Second Year	(4)	
	In Third Year	(3)	
	In Fourth Year	(2)	
	In Fifth Year	(1)	
	Beyond 5 Years	(0)	
ROW CONSTRAINTS	Parkland or Other Sensitive Area	(0)	
	ROW Needed, But Not Sensitive	(2)	
	No ROW Needed	(5)	
COST	\$10,000 or Less	(5)	
	Over \$10,000	(4)	
	Over \$100,000	(3)	
	Over \$1 Million	(2)	
	Over \$5 Million	(1)	
	Over \$10 Million	(0)	

VOLUME/CAPACITY	Greater Than 1.2	(5)
	Greater Than 1.1	(4)
	Greater Than 1.0	(3)
	Greater Than 0.9	(2)
	Greater Than 0.7	(1)
	0.7 or Less	(0)

GEOGRAPHIC DISTRIBUTION	Subjective (0 to 5)	
AVERAGE DAILY TRAFFIC	Over 20,000	(5)
	Over 15,000	(4)
	Over 10,000	(3)
	Over 6,000	(2)
	Over 1,000	(1)
	1,000 or Less	(0)

TRANSIT PROJECT CRITERIA AND MEASURES

TSM	All (25) or Nothing (0)		
AIR QUALITY/ENERGY		Air Quality	
		Negative	Neutral
	Negative	0	2
	Neutral	2	10
	Positive	6	16
			Positive
			20
E & H APPLICABILITY	All (10) or Nothing (0) (Conformance With 504 Plan)		
SEE CONSIDERATIONS	Subjective (0 to 10)		
MAINTENANCE	Subjective (0 to 10)		
COST	\$10,000 or Less	(5)	
	Over \$10,000	(4)	
	Over \$100,000	(3)	
	Over \$1 Million	(2)	
	Over \$5 Million	(1)	
COACH PREMIUM	All (20) or Nothing (0)		

TABLE 5
FLEXIBLE FUNDING PRIORITIZATION PROCESS

<u>CRITERION</u>	<u>MEASURE</u>	<u>POINTS</u>
Expansion/Replacement	Expansion	10
	Replacement	5
Condition	Critical	10
	Near Term Need	5
	Expansion	0
Air Quality	VMT and VHT Reduced	10
	VMT or VHT Reduced	5
Local Share	30% or more	10
	20% or more	6
	10% or more	3
Intermodal Integration	Facilitates Integration	5
	No Integration	0
Multimodal Investment	3 or More Mode Design	5
	2 Mode Design	3
	Primary Mode Only	0
<u>Roadway Projects</u>		
Safety	(Subjective - 0 to 5)	
Right-of-Way	Parkland/Sensitive	0
	Non-Sensitive	2
	None	5
Level of Service	A	2
	B	4
	C or 1 level increase	6
	D or 2 level increase	8
	E/F or 3 level increase	10
Average Daily Traffic	Over 100,000	10
	Over 50,000	8
	Over 25,000	6
	Over 10,000	4
	Over 6,000	2

Geographic Scope	Freeway/Expressway	10
	Principal Arterial	6
	Minor Arterial	3
	Collector or Local	0
<u>Transit Projects</u>		
Type	Bus Replacement	10
	Service Support	8
	Fixed Facility	6
	Vehicle Expansion	4
	Other	2
Geographic Scope	Regional	10
	Sub-Regional	6
	Local	3
Useful Life	10 or More Years	10
	5 to 9 Years	5
	4 Years or Less	0
Ridership Impact	Increase	10
	Maintain	7
	No Impact	0
<u>Subtotal Points</u>		
"Benefit/Cost" ("Subtotal Points" divided by "Cost")	Greater than 1,000	10
	Greater than 100	8
	Greater than 10	6
	Greater than 5	4
	Greater than 1	2
<u>Total Points</u>	(Maximum 100)	

AIR QUALITY CONFORMITY

Introduction

The Clean Air Act Amendments (CAAA) of 1990 require substantial emissions reductions from mobile sources, i.e. autos, trucks, buses etc. for some urban areas. To ensure achievement of these reductions, the CAAA contains conformity provisions requiring transportation plans and programs in nonattainment areas to conform to air quality plans. Without conformity, federal funds for highway and transit projects could be withheld because projects may prove detrimental to air quality.

The U.S. Department of Transportation (USDOT) and U.S. Environmental Protection Agency (USEPA) have jointly prepared regulations interpreting the CAAA. These regulations provide criteria and procedures to be followed by Metropolitan Planning Organizations (MPOs) in making conformity determinations regarding transportation plans and programs. Final Regulations for determining conformity of Transportation Improvement Programs (TIPs) and Transportation Plans (Long Range Plan or Plan) with the air quality plan (State Implementation Plan or SIP) were issued on November 24, 1993.

Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is the MPO for the Greater Cincinnati area responsible for transportation planning. OKI was able to demonstrate conformity of the 1995-1998 TIP, 1996-1999 TIP and the Financially Constrained Transportation Plan under the Final Regulations. The same process is used to demonstrate conformity on the Fiscal Years 1997-2000 Transportation Improvement Program. The appropriate consultation procedures were followed including Public Involvement meetings and comments.

The Greater Cincinnati region has been classified as a "moderate" non-attainment area for ozone by the USEPA. Ozone is not directly emitted, but is formed when precursor emissions, volatile organic compounds (VOC) and nitrogen oxides (NOx) react in the presence of sunlight. VOC and NOx emissions are the focus of this document.

The 15% Rate of Progress SIPs (15% SIP) were submitted to USEPA on November 12, 1993 for the Northern Kentucky counties and on March 14, 1994 for the Southwest Ohio counties. The motor vehicle emission budgets

were proposed to be revised by the Ohio and Kentucky Maintenance Plans submitted with the Redesignation Requests in November 1994. The Commonwealth of Kentucky later revised their Maintenance Plan in April 1994 and requested withdrawal of their 15% SIP on June 29, 1995. Exemption from the nitrogen oxides (NOx) requirements as provided for in Section 182(f) of CAAA was also requested during the same period as the original Redesignation Requests.

USEPA has proposed to disapprove the Redesignation Request for Northern Kentucky in the Federal Register dated April 18, 1996. Final action on the NOx exemption for transportation conformity for Southwestern Ohio has been delayed per the Federal Register dated July 13, 1995. The other plans and requests have not been fully approved by USEPA, although all have completed the public review process.

Purpose

The purpose of this document is to demonstrate that the Fiscal Years 1997-2000 Transportation Improvement Program developed by OKI is in conformity with Section 176(c)(3) of the 1990 Clean Air Act Amendments. This determination is prepared in adherence with the Final Conformity Regulations. Methodologies and results of the TIP conformity determination are presented herein.

The 15% SIP is the applicable air quality plan for the Ohio counties in this conformity demonstration. The emissions of only the Ohio counties will be used in the 15% SIP VOC budget test. The NOx and VOC emissions for the full region will be used in the BASELINE/ACTION comparisons and the less than 1990 test as required by Phase II of the Interim Period (Kentucky) and Transitional Period (Ohio) for transportation conformity.

OKI Planning Area

OKI's planning jurisdiction contains eight counties in three states. The counties within the OKI region which have been classified as nonattainment for ozone are: Butler, Clermont, Hamilton and Warren Counties in Southwest Ohio, and Boone, Campbell and Kenton Counties in Northern Kentucky. Dearborn County, Indiana has been designated unclassifiable/attainment and thus is not included in this analysis.

Transportation Control Measures

For purposes of this conformity determination, Reformulated Gasoline (RFG)

is assumed for the Kentucky counties. RFG was implemented in January 1995. No other mobile source controls are assumed and no SIP is in-place for Northern Kentucky.

In all affected Ohio counties, enhanced inspection and maintenance (I/M) program is assumed to begin January 1995 and stage II vapor recovery is assumed to begin in 1993 with a two year phase-in period. This timing is consistent with the assumptions used in development of the Ohio 15% SIP. Enhanced I/M began in January 1996. The completion of stage II vapor recovery in the Ohio counties has been extended until May 31, 1996. Implementation delays were not induced by past or present TIPs or Plans. No other transportation control measures are contained in the Ohio SIP for Greater Cincinnati

Conformity Determination Methodology

USEPA and USDOT require that all regionally significant projects regardless of the funding source be evaluated for their impacts on the air quality in the nonattainment area. All such projects that OKI is aware of have been and continue to be included in OKI's TIP. The 1997-2000 TIP is analyzed for the years of 1997, 2005 and 2010. The horizon year of the Plan is 2010. All projects currently in the TIP are assumed to be in place by 2005.

To demonstrate conformity with air quality requirements, the emissions from the Ohio and Kentucky counties are combined for all tests, excluding the 15% SIP VOC budget test which is for the Ohio portion only. The VOC and NOx emissions for a transportation system with the TIP/Plan projects (ACTION scenario) must be less than that for a transportation system without the TIP projects (BASELINE scenario) for each of the analysis years. Additionally, it is required that the emissions for all ACTION scenarios be less than the 1990 base year emissions.

To determine the emissions, the OKI Travel Demand Model estimates the traffic volume on each roadway segment, USEPA's MOBILE5a determines the emission rates and an OKI utility program (IMPACT2) calculates loaded speed, vehicle miles traveled (VMT) and emissions for each roadway segment. The complete model was run twice for each analysis year, once for the BASELINE network and again for the ACTION network.

Each of the models is briefly described below. Additional explanation is

contained in the "Air Quality for Fiscal Years 1997-2000 Transportation Improvement Program" document.

OKI Travel Demand Model

The OKI Travel Demand Model is a computerized travel demand forecasting model for the entire Greater Cincinnati nonattainment area. The model uses a traditional four phase sequential travel demand forecasting process of trip generation, distribution, modal choice and assignment. The OKI Travel Demand Model is composed of TRANPLAN programs and Fortran programs written by OKI.

The modeling process used to develop the Plan was calibrated using the latest population, land use, highway and transit data available. The 1997-2000 TIP is consistent with the OKI Plan as amended in April 1995.

The model takes demographic and land use data for each traffic zone and the transportation network as inputs, and produces estimated traffic volumes on each roadway segment in the network. The demographic and land use data used are based on the 1990 Census. The output of the model is a loaded highway network which contains information for each link such as initial speed, capacity, distance, functional class, district number, area type and forecasted traffic volume.

Four transportation networks were utilized for the 1997-2000 TIP analysis. The BASELINE network includes all in-place facilities, ongoing travel demand management activities, and all capacity-related projects that are currently under construction. Final Conformity Regulations also specify projects, which are not yet constructed but have cleared the environmental review as called for under the National Environmental Protection Act (NEPA), be included in the BASELINE network. Capacity-related projects are those that contribute additional speed or capacity to the system in the form of additional lanes or new roads. For purposes of identification, those projects that are included in the BASELINE network carry the note "NEPA" in the "AQ Conformity" column in the TIP project listing. Six projects are newly listed as part of the BASELINE network: BUT-SR129-24.618, BUT-SR129-28.544, BUT-SR129-37.409, HAM-SR4/IR75-2.49/9.45, HAM-US127-22.816, and WAR-SR63/SR123-10.732/17.58.

The 1997 ACTION roadway network includes the BASELINE network plus capacity-related projects in OKI's 1997-2000 TIP that are expected to be

complete by 1997. The ACTION network for 2005 includes the BASELINE plus all capacity-related projects in OKI's 1997-2000 TIP. No additional Plan projects are included in the 2005 network, since none are expected to be complete by 2005. The 2010 ACTION network includes the BASELINE plus all capacity-related projects in OKI's 1997-2000 TIP and Transportation Plan (as amended in April 1995). The listing of TIP projects by county indicates under the "AQ Conformity" column whether the project is exempt from analysis, analyzed for 1997 or analyzed for 2005.

Emission Factor Model

The Final Conformity Regulations require the use of the most recent emission factor calculation technique. The version of MOBILE5a, released by USEPA and dated April 22, 1993, was used in the analyses. MOBILE 5a_H was not used, since no emission credits are taken for technician training and a retest-based hybrid I/M program is not applicable.

Emission factors are generated for speeds between 5 and 65 mph at 1.0 mph intervals for various vehicle types. Specific local or state data is used to calculate the emission rates when possible. This more detailed data allows for emissions estimates for each hour of the day on a link by link basis. When local data were unavailable or unknown, defaults contained in MOBILE5a were used. All files were developed in consultation with the Ohio Environmental Protection Agency, Ohio Department of Transportation (ODOT), Kentucky Natural Resources and Environmental Protection Cabinet and Kentucky Transportation Cabinet. Ohio and Kentucky emissions are handled separately due to the differences in emission control strategies adopted by each state.

Data Processing

The output of the OKI Travel Demand Model was input to the OKI utility postprocessing program, IMPACT2. IMPACT2 uses the emission factors generated by MOBILE5a and the loaded highway network link volumes and distances to calculate emission levels for each link for each hour of the day. The program also performs the appropriate summation by area and roadway type as well as regional totals.

Conformity Findings

The results of the analyses are summarized in the following tables.

Comparisons are made between the ACTION scenarios' VOC and NOx emissions and the 1990 base year and BASELINE levels for each of the analysis years. Only emissions from the Kentucky counties of Boone, Campbell and Kenton and the Ohio counties of Butler, Clermont, Hamilton and Warren are included in these comparisons. No transit emissions are incorporated into any of the reported emission levels.

The ACTION scenarios for 1997, 2005 and 2010 indicate that VOC and NOx emissions will decrease from the 1990 base year emissions. Also, the VOC and NOx emissions for the ACTION scenario for the total region decrease from the emissions for the BASELINE scenario for each analysis year.

In addition, the Ohio counties' VOC emissions for the ACTION scenarios are compared to the 15% SIP budget, since Kentucky has requested withdrawal of their 15% SIP. Table II shows that the Ohio VOC ACTION scenario's emissions for 1997, 2005 and 2010 are less than the 15% SIP budget.

The OKI Transportation Plan was amended to comply with financial constraint on April 13, 1995. This Plan also demonstrates conformity with respect to the 1990 base year, the 15% SIP and the 2010 BASELINE scenario as demonstrated in following tables. The projects in the 1997-2000 TIP are consistent with the conforming Transportation Plan.

TABLE I
TIP & Plan CONFORMITY FINDINGS
Regional Emissions

	<u>VOC (tpd)</u>	<u>NOx (tpd)</u>
1990 BASE YEAR	143.38	162.95
1997 BASELINE	67.16	118.54
1997 ACTION	66.98	118.26
2005 BASELINE	47.33	86.51
2005 ACTION	46.83	86.18
2010 BASELINE	43.80	81.03
2010 ACTION	42.74	80.00

TABLE II
TIP & Plan CONFORMITY FINDINGS
Ohio Emissions

	<u>VOC (tpd)</u>
1996 15% SIP Budget	57.23
1997 ACTION	54.17
2005 ACTION	35.97
2010 ACTION	31.87

Region-wide emissions of VOC and NO_x decrease as a result of the projects contained in OKI's 1997-2000 TIP. No emission increases were demonstrated for any analysis year. Consequently, conformity is demonstrated for the OKI Fiscal Years 1997-2000 Transportation Improvement Program.

FINANCIAL CAPABILITY

In order to satisfy FTA's requirement concerning the assessment of financial capability on the part of the local sponsors of major new capital undertakings, OKI staff has sought additional information where appropriate to assist in the review of projects in the TIP. These items represent either replacements or minimal investments of a fiscally appropriate nature.

An additional feature of the TIP is that it be financially constrained. As explained above in the section on prioritization, OKI has historically limited the program of Federal-Aid Urban System projects to the funding reasonably expected to be available. This procedure has been continued with the Surface Transportation Program and Congestion Mitigation/Air Quality funding under OKI's control. No attempt has been made to analyze other types of funding since OKI has no accounting of fund balances through which to make such judgments. We continue to rely on the states to exercise such oversight on the funds under their jurisdiction.

For purposes of this analysis, "STP" includes all funds required to be allocated to MPOs (i.e. STP, MA, Donor Bonus, and Hold Harmless equity adjustment funds which are added to the STP allocation, and in Ohio, Interstate Reimbursement). In Ohio, ODOT voluntarily makes an allocation of CM/AQ funds to qualifying MPOs each year and those funds are subject to fiscal constraint analysis. Fiscal constraint has also been applied to OKI's Northern

Kentucky STP funds. In Ohio, fiscal constraint is complicated by ODOT's application of the 100.0% federal obligation ceiling on STP and CM/AQ funding in FY 96 and thereafter.

In Northern Kentucky, there was no available balance of STP funding available for new projects, and none were solicited. In Ohio also, an insufficiency of funding prevented addition of new projects, in keeping with the obligation ceiling limitations. A portion of the accumulated available OKI allocation of MA funding (not subject to the obligation ceiling) was used as a supplement in certain fiscal years. For purposes of analysis in Ohio, both OKI's STP and OKI's CM/AQ funding balances exceed the obligation ceiling, so obligation ceiling is used to demonstrate fiscal constraint.

FISCAL CONSTRAINT

Ohio STP and CM (with MA Assistance) (In Thousands)

	<u>Obligation Ceiling</u>	<u>STP Pro-grammed</u>	<u>CM Pro-grammed</u>	<u>MA Consumed</u>	<u>MA Remaining</u>
MA Carryover (FY1996)	11,916	16,425	0	4,509	11,618 7,109
FY1997	17,668	16,418	976	0	7,594
MA Allocation					485
MA Balance					8,079
FY1998	17,668	16,133	330	0	8,079
MA Allocation					485
MA Balance					8,564
FY1999	17,668	23,051	330	5,713	2,851
MA Allocation					485
MA Balance					3,336
FY2000	17,668	6,513	0	0	3,892

Northern Kentucky STP (In Thousands)

	<u>Allocated</u>	<u>Available</u>	<u>Programmed</u>
Carryover (FY1996)		10,119	8,040
FY1997	4,800	6,879	6,378
FY1998	3,243	3,774	1,600
FY1999	3,243	5,387	4,800
FY2000	3,243	3,830	3,600

It should be noted that projects included in the TIP represent only a portion of the investment in transportation made in the OKI region. The statewide line items portrayed in the TIP reflect the federally-funded state operations and maintenance programs, but do not reflect all state spending for those purposes. Likewise, local governments and public transit providers undertake an ongoing program of maintenance that is not detailed in the TIP. Quantification of the local expenditures for maintenance is a difficult process, and OKI is still developing means to obtain this information. Even without such expenditures being included in the analysis, it appears that the region's transportation system maintenance and preservation is being adequately funded. For those sources for which OKI has been successful in obtaining estimates, the following table quantifies the overall revenues available:

Expected Annual Revenues

	<u>Ohio Portion</u>	<u>Kentucky Portion</u>	<u>OKI Region Total</u>
Federal Sources:^a			
IM	\$13,840,000	\$4,240,000	\$18,080,000
NHS	8,939,000	1,236,000	10,175,000
STP/MA	11,649,000	3,243,000	14,892,000
Safety	2,126,000	738,000	2,864,000
Enhancement	2,126,000	738,000	2,864,000
STP (non-MPO)	3,213,000	2,743,000	5,956,000
CM/AQ	7,579,000	3,549,000	11,128,000
Bridge	16,894,000	3,207,000	20,101,000
FTA 5307 Capital	7,048,000	563,000	7,611,000
FTA 5307 Operating	10,475,000	2,444,000	12,919,000
State Sources:			
Unspecified Programs	15,465,000	15,889,000	38,623,000
SCIP and LTIP	22,696,000		22,696,000
Municipal/County Rd Aid		1,209,000	1,209,000
Local Sources:^b			
Home Rule Cities	3,410,000		3,410,000
Transit Capital Funds	3,413,000	169,000	3,582,000
TOTAL	\$128,873,000	\$39,968,000	\$168,841,000

^a Federal figures include state/local match

^b Local transit operation subsidies and farebox revenues not included

PUBLIC INVOLVEMENT

The TIP document will be presented for formal public comment at a public hearing at the OKI offices scheduled for 7:00 pm Tuesday June 18, 1996. Notice of this hearing has been published in the two major newspapers and two minority newspapers serving the OKI region. The TIP will also be on review at each of the Ohio MPOs and Ohio Department of Transportation District Offices as part of the statewide STIP/TIP review period, with appropriate newspaper announcements coordinated by ODOT.

PROJECT IMPLEMENTATION

The projects listed in Table 1 reflect the progress in implementing the entries in last year's TIP. Not all projects that were expected to advance did so. The predominant reason for this is the funding limitation imposed by the federal obligation ceiling. The Ohio Department of Transportation was forced to defer some significant reconstruction activities because of this constraint. OKI expended available funding up to the obligation ceiling. This included a large amount of funding transferred to FTA for use on transit items such as replacement buses and park-and-ride lots, and funding associated with a major effort toward VMT reduction in response to ozone alert periods. No TCMs were specifically programmed in last year's or this year's TIP.

OHIO COUNTIES LINE ITEMS

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
					Rail Highway Crossing Safety	6,330	STP	P		200				Exempt	ODOT			
					Except Interstate		STP	C		600								
					Highway Planning and Research	23,000	SPR	P		12,500				Exempt	ODOT			
							PL	P		5,500								
							STP	P		200								
							CM	P		200								
					Preparation of Individual Program Documents And Provide Guidance to LPAs	50	STP	P		40				Exempt	ODOT			
					Rideshare Program	2,000	STP	P		1,500				Exempt	ODOT			
							CM	P		500								
					Bridge Inspection	1,000	BR	P		800				Exempt	ODOT			
					Right-of-Way Hardship & Protective Buying	200	NH	R		80				Exempt	ODOT			
							STP	R		80								
					National Recreational Trails	500	NRT	P		200								
							NRT	R		200								
							NRT	C		200								
					Specialized Services Provided By State-wide/Districtwide Consultant Contract	2,000	NH	P		800								
					Ohio Department of Public Safety	2,000	STP	P		800								
					402 Safety Program Activities	2,000	STP	P		1,600				Exempt	ODPS			
					Transportation Enhancement Activities	5,000	STP	R		800				Exempt	ODOT			
							STP	C		3,200								
					Undivided Highway Resurfacing	70,000	NH	C		1,000				Exempt	ODOT			
							STP	C		1,000								
					Basic Maintenance Projects	91,500	NH	C		1,000				Exempt	ODOT			
							STP	C		1,000								
	BUT				OKI Regional Transportation Planning:									OKI	NA	NA	NA	
	CLE				Long Range Planning	250	OSTP	P		200								
	HAM				Eastern Corridor MIS	1,100	OSTP	P		990				(See OKI FY97 OWP)				
	WAR				Fort Washington Way MIS	500	OSTP	P	400									
							OKI	P	[100]	[160]								
					Origin-Destination Survey	167	OSTP	P	150									
							State	P	[17]									
					Clean Air Program	330	OCM	P		330	330	330						
14469	BUT	RIDE			RIDESHARE	220	CM			200				Exempt	OKI	NA	NA	FY97
	CLE						State			[20]								
	HAM					339	OCM			271								
	WAR						Local			[68]								
					Guaranteed Ride Home	125	OCM			125								
					Butler County Employer Incentive Program	200	OCM			200								
					Alternative Fueled Commuter Van Demo	50	OCM			50								

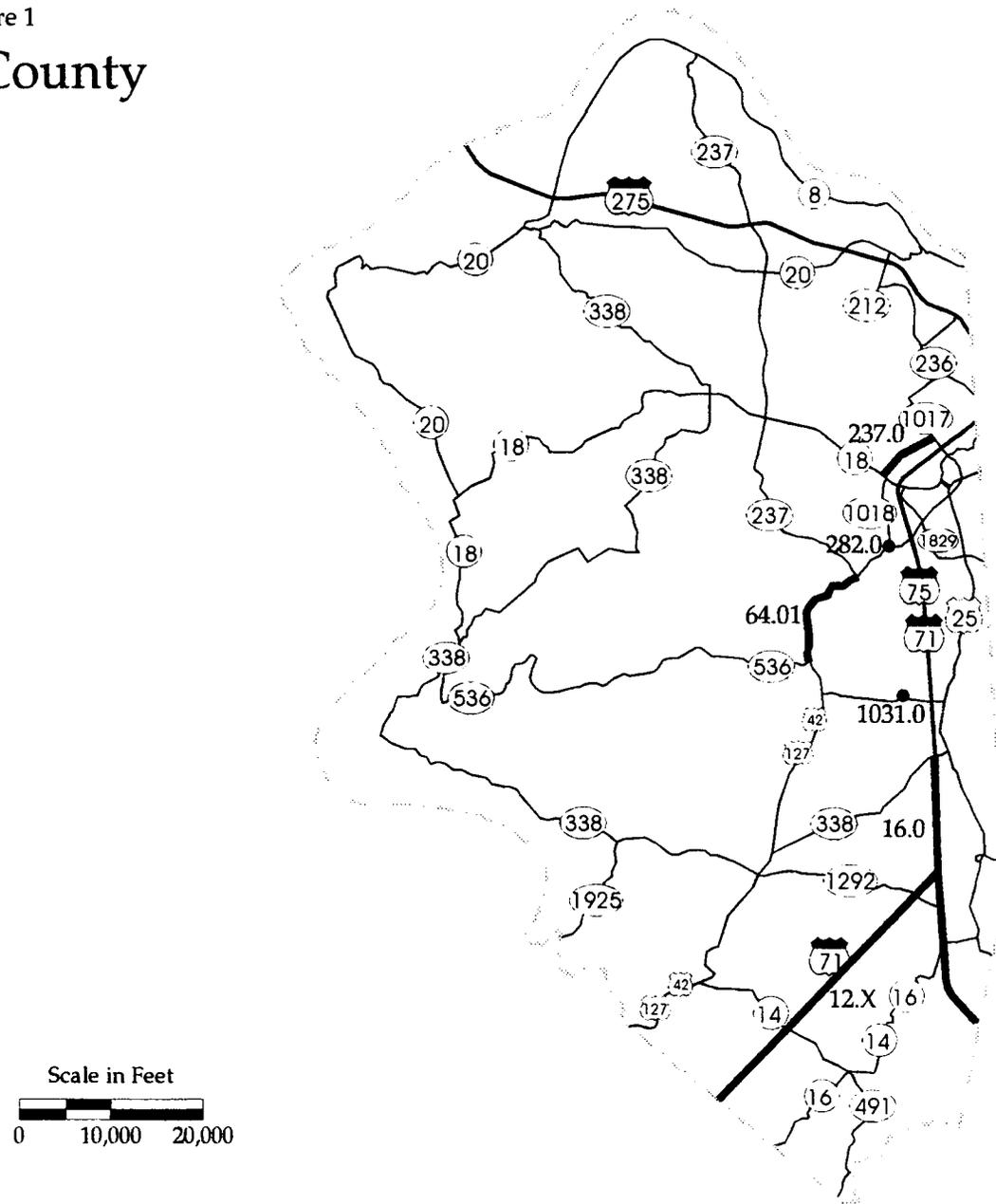
OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM

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KENTUCKY COUNTIES LINE ITEMS

PROJECT	CO	ROUTE	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
								(FY96)	FY97	FY98	FY99	FY00					
1016.0	BOO		0.00	RIDESHARE	87	CM							Exempt	OKI	NA	NA	FY96
	CAM			Vanpool Incentive Program	600	CM			69								
	KEN			Guaranteed Ride Home	25	CM			96	96	96	96					
				Alternative Fueled Commuter Van Demo	10	CM			25								
	BOO			OKI Regional Transportation Planning	61	CM	P		10				Exempt	OKI	NA	NA	NA
	CAM								49				(See OKI FY97 OWP)				
	KEN																
	BOO	Various		Operations Projects Eligible For		IM	P, R, C		2,700	2,700	2,700	2,700	Exempt	KYTC	NA		
	CAM			Resurfacing, Restoration, and Rehabilitation		NH	P, R, C		400	400	400	400					
	KEN																
	BOO	Various		Rail-Highway Protection Improvement		SAF	P, R, C		160	160	160	160	Exempt	KYTC	NA		
	CAM			Program (Projects in Urbanized Areas) and		TE	P, R, C										
	KEN			Transportation Enhancement Program													
	BOO	Various		Statewide Pavement Marker/Marking		IM	P, R, C					54	Exempt	KYTC	NA		
	CAM			Program: Projects in Urbanized Areas		NH	P, R, C		120	120	120	120					
	KEN					SAF	P, R, C		216	216	216						
						STP	P, R, C		160		48	160					
1037.00	BOO	OKI Traffic		"Beat the Jam" Program	150	CM	C		50		50		Exempt	KYTC	NA		
1038.00	CAM	Information															
1039.00	KEN	Program															
1040.00	BOO	OKI Clean Air		"Ozone Alert" Program	280	CM	C		140			140	Exempt	KYTC	NA		
1041.00	CAM	Information															
	KEN	Program															
328.00	BOO			Various Northern Kentucky Area CM/AQ	4,500	CM	C		800	1,000	1,000	1,700	Exempt	KYTC	NA		
329.00	CAM			Funded Projects													
330.00	KEN																
331.00																	

Figure 1
Boone County



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BOONE COUNTY

PROJECT	CO	ROUTE	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
								(FY96)	FY97	FY98	FY99	FY00					
351.0	BOO	US 25	4.50	Widening to 5 Lanes: KY1829 to KY338	750	State	P					[750]	Analyzed 2005	KYTC	G 5	UNSC	UNSC
343.0	BOO	Various		Install 4 Traffic Signal Systems Along: KY18, KY842, Mall Road, and KY1017	270	CMG	P C		20		250		Exempt	KYTC	D 1	4Q97	1Q98
64.01	BOO	US 42	2.40	Widening to 4 Lanes: KY3060 to the Florence West Corp Line	15,450	STP	R C			5,640		6,400	Analyzed 2005	KYTC	C 3	4Q97	1Q00
282.0	BOO	US 42	0.00	Add Right Turn Lane: At Mall Road	400	SAF	P C	40					Exempt	KYTC	F 1	3Q97	4Q98
12.14	BOO	I-71	6.90	Slide Repairs: Gallatin County Line to I-75	2,075	IM	P C				100		Exempt	KYTC	A 2	1Q99	1Q00
16.0	BOO	I-75	5.00	Add Third Lane: KY338 to Kenton County Line	9,500	NH IM	C C		6,800			1,800	Analyzed 1997 (NEPA)	KYTC	A 4	Filed	2Q97
12.23	BOO	I-275	Var	Slide Repairs: Various Locations	2,075	IM	P C			68			Exempt	KYTC	A 1	4Q00	4Q01
1031.0	BOO	KY 536	0.10	Bridge Replacement: Over South Fork Gunpowder Creek, 1.7 Miles East of US42 & US127	1,350	BR	R C		320		640		Exempt	KYTC	E 7	2Q97	4Q99
237.0	BOO	KY 842	1.14	Widening to 4 Lanes: KY 18 to Turfway Road	7,300	OSTP State	R C	1,640		[3,500]			Analyzed 1997 (NEPA)	KYTC	B 8	4Q96	4Q97
316.0 316.01	BOO	KY 1017	1.40	Widening to 5 Lanes: From US25 to KY717	2,400	State	P R		[400]		[500]		Analyzed 2005	KYTC	G 2	UNSC	UNSC
												[1,500]					

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM

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BUTLER COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00						(FUTR)
5083	BUT	Bikeway		2.71	Construct Bikeway: Middletown SCL to Smith Park (Parts 1 & 3)	400	STP	C						320	Exempt	Middletown	NA	4Q96	1Q01
5983	BUT	Breiel	Blvd	1.05	Construct New 4 Lane Roadway: 0.08 Miles North of Riverview Ave to SR73	3,300	OSTP	R	304						Analyzed	Middletown	J 12	4Q96	2Q97
									[76]						1997				
										2,320					(NEPA)				
										[580]									
5078	BUT	Central	Ave	0.05	Bridge Replacement: At Tail Race	277	BR	C		221					Exempt	Middletown	N 12	4Q96	3Q97
										[55]									
13526	BUT	Grand	Var	4.60	Resurfacing: Grand Avenue: Sutphin St to Roosevelt Blvd/ Lefferson Road: Highland to Breiel Blvd/ Manchester Rd: Breiel Blvd to Middletn ECL	1,230	OSTP	C			984				Exempt	Middletown	J 7	3Q97	2Q98
										[246]									
	BUT CLE HAM WAR	Interstate	Var		Interstate Reconstruction Traffic Management Program	280	NH	P		224									
NP	BUT	Mulhauser	Road		Widening to 5 Lanes and Extension: Fairfield ECL to Allen Road	7,000	Local	R		[3,000]					Analyzed	Butler Co TID	S 26	4Q97	4Q98
15693	BUT	TID	Reimb	0.00	TID Reimbursement for Projects: SR129 (PID 9327/9329/9330) Allen Road Interchange (PID 15193) I-75 Additional Lanes (PID 10751/10752)	70,857	NHS	C		10,000	10,000	10,000	10,000	10,000	NA	ODOT	NA	NA	NA
15864	BUT Var	SR 4 Various	Var Var	0.00	Districtwide Guardrail Repair and Upgrade	460	State	C		[450]					Exempt	ODOT	S 25	4Q96	1Q97
NP	BUT	SR 4		0.00	Construct New Interchange: At Mack/Mulhauser Roads	6,625	OSTP	C						3,235	Analyzed	Fairfield	J 26	UNSC	UNSC
														[809]	2005				
15920	BUT Var	SR 4 Var	9.28 Var	0.00	Pavement Markings: Various State Routes in District 8	711	State	P	[27]						Exempt	ODOT	M 19	2Q97	4Q97
										547									
										[137]									
15923	BUT Var	SR 4 Var	9.95 Var	0.00	Pavement Markings: Various State Routes in District 8	114	State	P	[4]						Exempt	ODOT	S 17	2Q97	4Q97
14922	BUT	SR 4	23.74	0.30	Intersection Widening and Restriping: Trenton-Franklin Road to CSX Railroad	490	STP	C							Exempt	ODOT	M 41	2Q99	1Q00
11276	BUT	CR 18	3.84	0.00	Improve Intersection: Princeton Road at Yankee Road	219	STP	C	168						Exempt	Butler County	M 44	Filed	06/12/96
									[42]										
14705	BUT	CR 19	0.547	0.14	Cincinnati-Dayton Road Bridge Replacemnt: 0.34 Miles North of Hamilton County Line	410	BR	C			328			Exempt	Butler County	N 7	4Q97	4Q98	
											[82]								
9614	BUT	CR 19	11.02	2.22	Widen Cincinnati-Dayton Road to 5 Lanes: SR63 to Oxford State Road	3,600	OSTP	R		160				Analyzed	Butler County	J 23	2Q97	4Q97	
										[40]				1997					
										2,720				(NEPA)					
										[680]									

BUTLER COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
NP	BUT	CR 19	13.24	1.60	Widen Cincinnati-Dayton Road to 5 Lanes: Oxford State Road to Warren County Line	1,825	OSTP	R				365 [91]		Analyzed 2005	Middletown	J 27	4Q99	4Q00
							Local	R										
							OSTP	C				1,095 [274]						
							Local	C										
15922	BUT Var	US 27 Var	0.00 Var	0.00	Reflector Replacement: Various State Routes in District 8	379	State	P	[15]					Exempt	ODOT	M 21	2Q97	4Q97
							STP	C		291 [73]								
							State	C										
15921	BUT Var	US 27 Var	1.33 Var	0.00	Pavement Markings: Various State Routes in District 8	109	State	P	[5]					Exempt	ODOT	S 15	2Q97	4Q97
							State	C		[104]								
9479	BUT	CR 29	2.44	0.21	Bridge Replacement: 2.10 Miles East of SR732	275	STP	C		220 [55]				Exempt	Butler County	M 15	4Q96	4Q97
							Local	C										
14823	BUT	CR 29	3.588	3.95	Reily-Millville Road Reconstruction: 2.20 Miles East of SR732 to US27	2,000	STP	R			40 [10]			Exempt	Butler County	M 42	4Q97	1Q99
							Local	R										
							STP	C				1,560 [390]						
							Local	C										
12601	BUT	CR 37	0.50	0.34	Bridge Replacements: 0.50 and 0.85 Miles North of Springfield Rd	1,000	BR	C		800 [200]				Exempt	Butler County	N 16	3Q97	4Q97
							Local	C										
14795	BUT	CR 42	12.968	0.14	Layhigh Road Bridge Replacement: 1.05 Miles North of SR126	690	BR	C				552 [138]		Exempt	Butler County	N 20	4Q98	4Q99
							Local	C										
14678	BUT	TR 54	0.25	0.03	Corso Road Covered Bridge Rehabilitation: 0.25 Miles North of SR732 {Enhancement}	284	STP	C		227 [57]				Exempt	Butler County	M 33	4Q96	4Q97
							Local	C										
15191	BUT	SR 73	21.417	1.11	Widening, Resurfacing and Left Turn Lane: 1.48 Miles West of the Trenton WCL	700	STP	C				540 [60]		Exempt	ODOT	M 39	4Q99	4Q00
							State	C										
10878	BUT WAR	SR 73	22.55 0.00	5.21	Resurfacing: SR4 to Cincinnati-Dayton Road	2,600	NH	C			2,080 [520]			Exempt	Middletown	L 6	4Q97	4Q98
							State	C										
15193	BUT	I-75	2.414	0.00	New Interchange: At Allen Road	15,500	Local	P	[1,500]					Analyzed 2005	Butler Co TID	S 27	1Q97	1Q98
							Local	C			[14,000]							
7529	BUT	I-75 CR 19	3.75 3.20	1.11	Widen Cincinnati-Dayton Road to 4 Lanes: I-75 to Tylersville Road	5,741	OSTP	R		78 19 [2] [26]				Analyzed 2005	Butler County	J 21	1Q98	1Q99
							IM	R										
							State	R										
							Local	R										
							OSTP	C				2,262						
							IM	C				1,053						
							NH	C				936						
							State	C				[611]						
							Local	C				[754]						
10752	BUT WAR	I-75	6.77 0.00	7.90	Minor Rehabilitation, Add One Lane NB+SB: 0.33 Miles North of Hamilton-Mason Road to 0.68 Miles South of SR122	25,400	IM	P				1,800 [200]		Analyzed 2005	ODOT	K 15	UNSC	UNSC
							State	P										
							IM	C					11,700 6,400 [3,900]					
							NH	C										
							State	C										

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BUTLER COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00					
5089	BUT	I-75	9.80 9.85	0.00	Upgrade Rest Areas: 0.21 Miles North of Kyles Station Road (Parking Lots, Roadways, Sewer Plant)	6,300	State IM State	R C C					[100] 5,400 [600]	Exempt	ODOT	K 22	1Q00	1Q01
14114	BUT	CR 113	5.953 6.114	0.50	Liberty-Fairfield Road Bridge Replacements: 0.81 to 1.01 Miles North of SR4	5,000	STP Local	C C					4,000 [1,000]	Analyzed 2005	Butler County	M 34	1Q99	1Q00
13524	BUT	SR122E	6.97	5.16	Resurfacing: First Avenue: Clinton Street to Central Ave/ Central Ave: Sutphin Street to Marshall Rd/ Nelbar St: University Blvd to Verity Parkway/ Germantown Rd: Verity Pkwy - Great Miami/ SR4: Tytus Avenue to Germantown Road/ 14th Ave: Yankee Road to University Blvd	1,300	OSTP Local	C C		1,040 [260]				Exempt	Middletown	J 6	1Q97	3Q97
13816	BUT	CR 124	0.00	0.13	Bridge Replacement: SR747 to 0.13 Miles East of SR747	600	BR Local	C C		480 [120]				Exempt	Butler County	N 11	4Q96	2Q97
15110	BUT	SR 126 SR 128	11.46 1.56	21.99	Resurfacing: SR126: SR128 to Log 12.33; SR128: SR126 to Hamilton WCL and Log 4.88 to Log 10.75	855	State	C		[850]				Exempt	ODOT	S 9	4Q96	1Q97
15277	HAM BUT	SR 128	4.88 4.587	0.00	Bridge Deck Replacement: 1.23 Miles North of US27	699	BR State	C C		554 [138]				Exempt	ODOT	N 2	4Q96	4Q97
12962	BUT	SR 128	4.07	0.03	Bridge Replacement: 2.32 Miles North of US27	635	State State BR State	P R C C	[50]		[10]	459 [115]		Exempt	ODOT	N 3	2Q98	1Q99
5872	BUT	SR 129	22.928	0.17	Bridge Replacement: 0.25 Miles West of US127	4,450	State State BR State	P R C C		[500]			[50] 3,120 [780]	Exempt	ODOT	N 9	4Q99	4Q00
9329	BUT	SR 129	24.618	2.44	New Construction: 4 Lane Limited Access: SR4 to SR4 Bypass	19,728	Local Local	R C		[5,000]				Analyzed 1997 (NEPA)	Butler Co TID	S 7	3Q97	4Q98
9330	BUT	SR 129	28.544	5.51	New Construction: 4 Lane Limited Access SR4 Bypass to 2.90 Mi East of SR747	28,852	Local Local	R C			[2,500]		[25,000]	Analyzed 1997 (NEPA)	Butler Co TID	S 4	1Q98	1Q99
9327	BUT	SR 129	37.409	2.10	New Construction: 4 Lane Limited Access 2.90 Mi East of SR747 to I-75 (includes I-75 add lane and Hamilton-Mason Rd bridge)	24,000	Local Local	R C			[1,500]		[21,500]	Analyzed 1997 (NEPA)	Butler Co TID	S 5	1Q98	1Q99
14959	BUT	TR 131	12.711	0.09	LeSourdsville-West Chester Road Bridge Replacement: 0.40 Miles South of SR4	380	BR Local	C C				304 [76]		Exempt	Butler County	N 17	4Q97	4Q98
14931	BUT	SR 177	12.16	0.03	Culvert Replacement: 2.07 Miles North of SR73	150	State	C		[140]				Exempt	ODOT	S 3	4Q96	4Q97

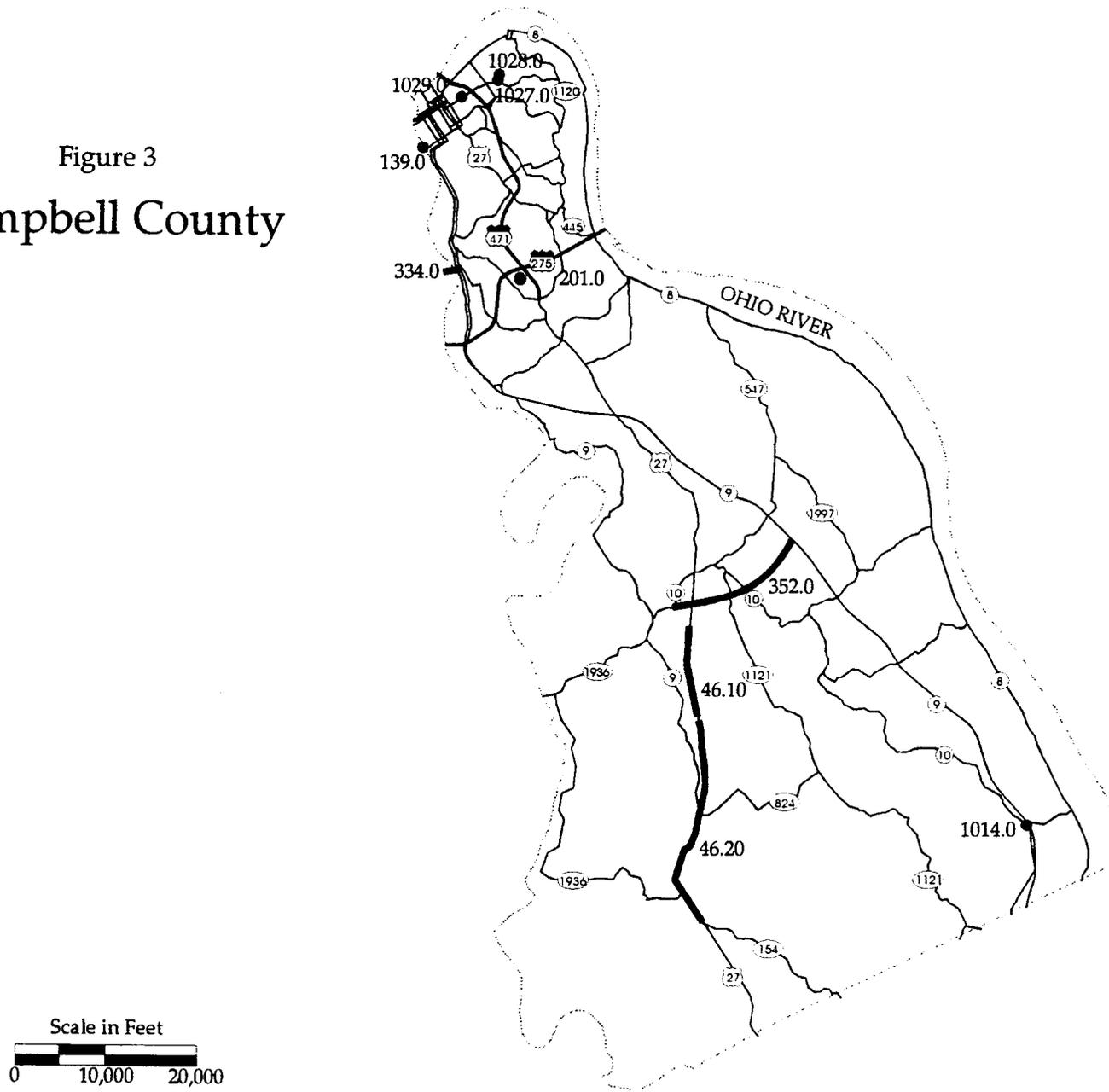
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BUTLER COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
12527	BUT	CR 202	1.61	0.49	Railroad Crossing Upgrade:	360	STP	C						Exempt	Butler County	M 47	1Q98	4Q98
		CR 194	0.83		Close 3 Hazardous RR Crossings/Construct		Local	C										
		CR 198	2.49		1 New RR Crossing/Cul-de-Sac Law Road													
15735	BUT	CR 250	3.814	0.00	Bridge Replacement: 0.60 Miles West of SR126	670	BR Local	C C				536 [134]		Exempt	Butler County	N 21	2Q98	4Q98
15347	BUT	SR 744	2.044	0.06	Culvert Replacement: 0.68 Miles E of Somerville Corporation Line	135	State	P	[10]					Exempt	ODOT	S 23	4Q96	1Q97
							State	R	[5]									
							State	C		[120]								
4818	BUT	SR 747	1.71	1.09	Reconstruct & Widen Roadway to 4 Lanes: Ashley Drive to 0.75 Miles South of Smith Road	4,005	STP State	C C			2,610 [290]		Analyzed 1997	Butler County	M 35	Filed	4Q97	
16368	BUT	SR 747	6.453	0.00	Intersection Improvement: At Tylersville Road	1,440	TID	C	[1,440]				Exempt	Butler Co TID	S 11	Filed	4Q96	
4760	BUT	SR 747	13.78	2.49	Construct New 4 Lane Roadway: 1.04 Miles South of SR73 on Wayne-Madison Road to the SR73 Great Miami River Bridge	8,300	STP	P						Analyzed 2005	ODOT	M 43	UNSC	UNSC
							State	P					640 [160]					
							STP	R					400					
							State	R					[100]					
							STP	C					5,600					
State	C					[1,400]												

Figure 3
Campbell County



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CAMPBELL COUNTY

PROJECT	CO	ROUTE	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
								(FY96)	FY97	FY98	FY99	FY00						(FUTR)
1027.0	CAM	Center Street	0.00	Bridge Replacement: At CSX Railroad	265	BR	C	152						Exempt	KYTC	E 1	Filed	03/29/96
334.0 334.01	CAM KEN	Connector	4.00	New Roadway: KY16 to KY9	900	State	P		[500]			[400]		Analyzed 2005	KYTC	G 9	UNSC	UNSC
1036.0	CAM	Downtown Newport		Upgrade Traffic Signal System	525	CMG	C	525						Exempt	KYTC	D 3	1Q97	2Q97
1028.0	CAM	Foote Avenue	0.00	Bridge Replacement: At CSX Railroad	205	BR	C	128						Exempt	KYTC	E 2	Filed	03/29/96
342.0	CAM KEN	Various		Install 4 Traffic Signal Systems Along: KY8, KY1120, KY16, and KY17	610	CMG	P C	60		550				Exempt	KYTC	D 2	3Q97	4Q97
201.0	CAM	US 27	0.50	Scoping Study: Access to NKU Via Sunset Drive	200	STP	P			160				Exempt	KYTC	C 4	NA	NA
1014.0	CAM	KY 10	0.10	Bridge Replacement: Over Flagg Spring Creek	660	BR	R C				160			Exempt	KYTC	E 5	4Q98	4Q00
46.10	CAM	US 27	2.30	Widening to 5 Lanes: Kahns Entrance to 1.00 Miles South of KY10	17,050	State	R C		[6,300]					Analyzed 2005	KYTC	G 6	1Q97	4Q99
46.20	CAM	US 27	4.50	Widening to 5 Lanes: KY154 to Kahns Entrance	24,400	State	P R C		[400]		[10,000] [4,000]			Analyzed 2005	KYTC	G 10	1Q98	4Q00
352.0	CAM	KY 536	3.50	Extend Existing Roadway: US27 to KY9	600	State	P					[600]		Analyzed 2005	KYTC	G 8	UNSC	UNSC
1029.0	CAM	KY 1120	0.10	Bridge Replacement At CSX Railroad	4,150	BR	R C				800			Exempt	KYTC	E 4	4Q99	4Q02
139.0 139.01	CAM KEN	KY 1120	0.30	Bridge Replacement : Shortway Bridge over the Licking River	13,573	OSTP STP	R C		2,160					Analyzed 2005	KYTC	B 1	1Q97	4Q98

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CLERMONT COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
15009	CLE	CR 14	0.804	0.25	Bethel-New Richmond Road Slide Repair: 0.50 to 0.75 Miles North of US52	375	CSTP	C					300	Exempt	Clermont County	M 5	2Q98	1Q00
14377	CLE	CR 15	2.67	0.28	Blue Sky Park Road Bridge Replacement: 2.00 Miles East of SR133	1,675	BR	C			1,340			Exempt	Clermont County	N 18	2Q98	4Q98
10155	CLE	CR 21	1.51 2.23 3.54	0.60	Intersection Improvements: Branch Hill-Guinea Pike at Wards Corner Rd (OKI STP), at Loveland-Miamiville Rd (STP), and at Cook Rd/Weber Rd (OKI STP)	1,648	OSTP	C			712			Exempt	Clermont County	J 18	4Q97	4Q98
7948	CLE	SR 28	6.130	1.16	Widening to 4 Lanes: 1.56 Miles East of I-275 to 1.98 Miles West of SR48	3,700	State OSTP	P		[200]			800	Analyzed 1997 (NEPA)	ODOT	J 20	1Q99	1Q01
12673	CLE	SR 32	6.48	7.28	Resurfacing: Batavia WCL to SR133 Exit Ramp	3,415	NH	C		2,732				Exempt	ODOT	L 3	4Q96	4Q97
12966	CLE	SR 48	6.645	0.03	Bridge Replacement: 2.75 Miles North of SR28	450	State STP	P		[683]				Exempt	ODOT	M 4	2Q98	1Q00
14787	CLE	US 50 SR 28	0.07 0.83	2.70	Resurfacing: US50: 0.07 Mi E of HAM Co Line to SR28 SR28: US50 to Milford ECL	152	State STP	C		120				Exempt	ODOT	M 13	4Q96	1Q97
16196	CLE	US 50F SR 133 SR 133	0.48 21.63 31.16	5.08	Resurfacing: US50F: IR275 to US50, SR133:SR276 to SR32, SR133: SR131 to SR727	500	State	P		[10]				Exempt	ODOT	S 19	2Q97	4Q97
13054	CLE	US 50 Cemetery Road SR 131	1.19	0.91	Intersection Improvements: 0.12 Miles East to 0.45 Miles West of SR131	258	State STP	C					198	Exempt	ODOT	M 14	4Q99	4Q00
8829	CLE	CR 113	0.00	0.11	Bridge Replacement: At the East Fork of the Little Miami River	700	BR	C		560				Exempt	Clermont County	N 14	1Q97	4Q97
9756	CLE	SR 125	7.02	0.00	Intersection Improvement: At South Junction of SR132	202	State STP	R			[5]			Exempt	ODOT	M 31	4Q97	4Q98
15276	CLE	CR 126	1.641	0.16	Twelve Mile Road Bridge Replacement: 1.64 Km East of SR132	780	BR	C			180			Exempt	Clermont County	N 22	4Q97	4Q98
7606	CLE	SR 131	2.751	0.93	Install Two-Way Left Turn Lanes: 1.63 Miles East of Milford East Corp Line, Upgrade Signal At Wolfpen-Pleasant Hill Rd	820	State STP	R						Analyzed 2005	ODOT	S 32	2Q99	4Q99
11555	CLE	SR 131	10.24	0.03	Culvert Replacement: 1.73 Miles East of SR727	303	State STP	C		152				Exempt	ODOT	M 17	Filed	1Q97
8794	CLE	SR 132	3.25	0.01	Bridge Replacement: 3.26 Miles North of US52	240	State STP	C						Exempt	ODOT	M 23	Filed	05/22/96

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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CONFORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00						(FUTR)
13893	HAM	Cincinnati	Bicycle	0.00	Bicycle Rte Signing, Islands/Medians, Racks Lockers, Inlets, Grates {Enhancement}	796	STP Local	C		636 [159]					Exempt	Cincinnati	M 11	4Q96	4Q97
14824	HAM	Cincinnati	Gates	0.00	Construct 6 Gateways to Cincinnati Central Business District {Enhancement}	900	STP Local	C					720 [180]		Exempt	Cincinnati	M 49	4Q99	4Q00
	HAM	Fields-Ertel	Road	0.00	Closed Loop Traffic Signal System	1,500	OSTP (G)	C			1,500				Exempt	Hamilton County	6	4Q97	4Q98
15682	HAM	Galbraith	Road	0.00	Intersection Improvement: At Plainfield Road	64	OSTP Local	C		51 [13]					Exempt	Deer Park	4	4Q96	4Q97
4905	HAM	Hopple	Street	0.27	Intersection Improvement: Meeker Place to I-75	3,490	OSTP Local	R			920 [230]				Exempt	Cincinnati	J 8	2Q98	4Q99
							OSTP Local	C				1,792 [448]							
15919	HAM	Kemper	Road	0.00	Signal Improvements: At Lawnview and at McGillard	80	OSTP Local	C		64 [16]					Exempt	Springdale	5	2Q97	4Q97
14736	HAM CLE	Loveland	Trail	1.30	Bicycle Trail Pavement Widening: Lebanon Rd - L Miami Trail {Enhancement}	625	STP Local	C		500 [125]					Exempt	Loveland	M 12	4Q96	4Q97
14991	HAM	Madeira	Bikewy	6.29	Add Bicycle Lanes (Both Sides of Roadway): Dawson, Camargo, Shawnee Run, Miami, & East Galbraith Roads {Enhancement}	855	STP Local	C			684 [171]				Exempt	Madeira	M 26	4Q97	4Q98
4909	HAM	Queen	City	0.81	Widening to 6 Lanes: White to Sunset Avenue	2,120	OSTP Local	R				288 [72]		Analyzed 2005	Cincinnati	J 9	3Q98	1Q01	
							OSTP Local	C					1,280 [320]						
13252	HAM	Reed Hartman		0.00	Closed Loop Signal System: Cross County Highway to I-275	370	OSTP (G)	C		370					Exempt	Blue Ash	J 5	4Q96	2Q97
	HAM	Vine	Street	0.00	Closed Loop Traffic Signal System	250	OSTP (G)	C					250		Exempt	Elmwood Place	10	4Q97	4Q98
15839	HAM	Vine Spring Ross	Street Grove Ave	0.00	Closed Loop Traffic Signal System	816	OSTP NHS (G)	C					616 200		Exempt	St. Bernard	13	4Q97	4Q98
9929	HAM	Waldvgl	Viad	0.39	Rehabilitation: Waldvogel Viaduct West of US50	6,000	BR OSTP Local	C					2,500 2,300 [1,200]		Exempt	Cincinnati	J 1	4Q99	4Q00
15847	HAM	Wetlands	Replct	1.84	Wetland Replacement Areas: At LaBoiteaux Ave/Forrest Ave/Hamilton Av	250	NH State	C		200 [50]					Exempt	ODOT	L 17	4Q96	1Q97
13379	HAM	Winton NorthInd	Road Road	0.00	Closed Loop Signal Systems: Sharon Rd- I-275/Sharon Rd-Forest Pk ECL	440	OSTP (G)	C	440						Exempt	Forest Park	J 2	Filed	06/26/96

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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
6525	HAM	SR 4 I-75	2.49 9.45	0.31	Interchange Widening and Reconstruction: (Widen SR4 to 8 Lanes) Seymour to North Bend on SR4	1,200	IM OSTP State IM OSTP State	R R R C C C			27 22 [10]		482 400 [187]	Analyzed 1997 (NEPA)	Cincinnati	K 17	2Q98	2Q99
12973	HAM	SR 4	5.728	0.14	Bridge Replacement: 0.09 Miles North of I-75 (Over CSX Railroad)	800	State State NH State	P R C C		[100]			[25] 540 [135]	Exempt	ODOT	L 1	4Q98	4Q99
14012	HAM	SR 4	8.33	0.00	Improve Traffic Signal: At Sharon Road	65	OSTP Local	C C		52 [13]				Exempt	Glendale	J 3	1Q97	4Q97
4894	HAM	US 22	12.57	0.03	Bridge Replacement: 0.72 Miles South of Cross County Highway	702	State	C		[606]				Exempt	ODOT	S 2	4Q96	2Q97
15844	HAM	US 22	21.287	1.014	Resurfacing: Montgomery SCL to 0.06 Mi N of Main St	105	State State	P C		[5] [100]				Exempt	ODOT	S 6	2Q97	4Q97
15348	HAM	US 22	21.404	0.07	Bridge Deck Replacement: 0.9 Mi N of Montgomery SCL	855	BR State	C C		660 [165]				Exempt	ODOT	N 4	4Q96	4Q97
12377	HAM WAR	US 22	16.15 0.00	6.20	Study: I-275 to 3.03 Miles North of WAR Co Line	450	NH State	P P		360 [90]				Exempt	ODOT	L 4	NA	NA
14338	HAM	US 22	17.19	0.00	Add Turning Lanes: On US22 at Kemper Road (Rt Turn Lanes), and at Appleseed Drive (Left Turn Lanes)	170	STP State	C C	128 [32]					Exempt	ODOT	M 22	Filed	05/22/96
4770	HAM	US 27	6.82	2.22	Widening to 4 Lanes: Leeper Street to North Bend Road	2,000	Local	C		[2,000]				Analyzed 1997	Cincinnati	S 22	4Q96	2Q97
13699	HAM	US 27	15.495 11.51 13.17	3.80	Turn Lanes, Access Management, Signals: Kipling Road to 0.40 Mi South of Galbraith, Cross County Highway to Commons Circle, Springdale Road to Struble Road	9,010	NH State	C C					7,200 [1,800]	Exempt	Hamilton County	L 8	4Q97	1Q01
9895	HAM	US 27	11.13	0.38	Turn Lanes, Access Management, Signals: Galbraith Road to Cross County Highway	725	STP State STP State	R R C C		160 [40]		420 [105]		Exempt	Hamilton County	M 2	4Q96	1Q98
12366	HAM	US 27	12.68	0.49	Turn Lanes, Access Management, Signal: 0.06 Miles South of Commons Circle to 0.59 Miles South of I-275	1,350	NH State	C C				1,080 [270]		Exempt	Hamilton County	L 7	2Q98	4Q98
15733	HAM	US 42 Sharon Road	23.061 0.00	0.00	Closed Loop Traffic Signal Systems	680	OSTP (G)	C			680			Exempt	Sharonville	12	4Q97	4Q98
4983	HAM	US 50	0.00	3.90	Upgrading: Indiana State Line to the Cleves WCL	3,262	NH STP State	C C C					1,920 640 [640]	Exempt	ODOT	L 9	3Q98	1Q01

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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00						(FUTR)
8156	HAM	US 50	2.06	0.00	Bridge Replacement: 2.07 Miles East of the Indiana State Line	2,885	State BR	R	[25]						Exempt	ODOT	N 13	Filed	4Q96
							State C	C	2,108										
							State C	C	[527]										
11930	HAM	US 50	18.182	0.02	Bridge Replacement: 3.09 Miles East of the Cincinnati WCL	410	State P	P		[50]					Exempt	ODOT	N 6	3Q98	1Q00
							State R	R				[20]							
							State BR	C					272						
							State C	C					[68]						
15681	HAM WAR	US 50	21.980	0.00	Bridge Inspections: Inspect 10 Bridges	1,000	IM NH	P		450					Exempt	ODOT	K 6	4Q96	1Q97
							State P	P		400									
							State P	P		[150]									
4988	HAM	US 50	30.346	0.28	Widening to 4 Lanes: English to Maryland Avenue	2,700	NH State	C						2,160	Analyzed	Cincinnati	L 13	UNSC	UNSC
							State C	C						[540]	2005				
15018	HAM	US 50	35.366	11.86	Historic Markers, Landscaping, Pedestrian Improvements, Scenic Overlook: Columbia Parkway {Enhancement}	1,555	STP Local	C						778	Exempt	Cincinnati	M 48	UNSC	UNSC
							Local C	C						[778]					
11895	HAM	US 50	23.03	2.88	Acquire Limited Access ROW, Safety Improvements: Kemper Lane to Delta Ave	3,500	NH State	R						2,000	Exempt	Cincinnati	L 16	UNSC	UNSC
							State R	R						[500]					
							State NH	C						800					
							State C	C						[200]					
12307	HAM	US 50	50.539	5.03	Safety Upgrading: 0.17 Miles West of the Mariemont East Corporation Line to SR126	7,050	STP State	P		600					Exempt	ODOT	M 40	UNSC	UNSC
							State P	P		[150]									
							State STP	R						240					
							State STP	C						[60]					
							State STP	C						4,800					
							State C	C						[1,200]					
10620	HAM	US 50	35.90	0.03	Bridge Replacement: 0.58 Miles West of Clermont County Line	370	State STP	R		[10]					Exempt	ODOT	M 1	1Q98	4Q98
							State C	C											
							State C	C			240			[60]					
4888	HAM CLE	US 50 US 50	36.45 0.00	0.46	Bridge Widening to 4 Lanes: Over the Little Miami River	2,122	State STP	R		[40]					Analyzed	ODOT	N 1	3Q97	4Q98
							State C	C			1,585			1997					
							State C	C			[396]			(NEPA)					
13098	HAM	US 52	41.110	0.16	Bridge Replacement: 1.26 Miles East of I-471	1,450	State P	P		[200]					Exempt	ODOT	L 2	4Q99	4Q00
							State R	R				[100]							
							State NH	C					920						
							State C	C					[230]						
13808	HAM	CR 63	0.05	0.05	Wiley Road Bridge Rehabilitation: 0.90 Miles West of SR128 {Enhancement}	396	STP Local	C		317					Exempt	Hamilton County	M 8	Filed	06/12/96
							Local C	C		[79]									
14731	HAM	CR 71	0.145	0.32	Blue Rock Road Bridge Replacement: Over Great Miami River	3,250	BR Local	C				2,600		Exempt	Hamilton County	N 19	1Q99	4Q99	
							Local C	C				[650]							
4966	HAM HAM	I-71 US 50	0.837 21.77	2.37	Resurfacing: US27 to 0.34 Miles South of Gilbert Avenue and I-71 to Bains Place	19,404	IM NH	C				12,739		Exempt	ODOT	K 5	1Q98	1Q99	
							State C	C				4,000							
							State C	C				[2,415]							

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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
7274	HAM	I-71	2.92	6.08	Resurfacing: 0.63 Mi N of US42 to 0.12 Mi N of SR562	29,300	IM	C	17,890					Exempt	ODOT	K 8	Filed	06/12/96
							CM	C	750									
							State	C	[4,610]									
15863	HAM	I-71	13.502	0.00	Cleaning, Sweeping, Cleaning Catch Basins and Inlets	460	State	P		[10]				Exempt	ODOT	S 24	4Q96	1Q97
	CLE	Various					State	C		[450]								
6829	HAM	I-71	27.305	6.11	Resurfacing, Add One Lane NB and SB: 0.49 Miles South of I-275 to 0.39 Miles South of Western Row Road	26,100	IM	P		990				Analyzed 2005	ODOT	L 11	2Q99	4Q99
	WAR	I-71	0.00				State	P		[110]								
							NH	C			10,000							
							IM	C			11,250							
							State	C			[3,750]							
11942	HAM	I-74R	14.658	0.03	Bridge Abutment Repair: 1.35 Miles East of SR128	135	State	P		[30]				Exempt	ODOT	K 3	1Q98	1Q00
							IM	C				108						
							State	C				[12]						
11816	HAM	I-75	0.00	0.00	Pre-emption System: Weigh Stations	268	NH	C	241					Exempt	ODOT	NA	4Q96	4Q96
							State	C		[27]								
13539	HAM	I-75L	18.664	0.06	Bridge Replacement and Wall Repair: 0.71 Miles North of Galbraith Road (Southbound I-75 over W Fork Mill Creek)/	1,250	State	R			[50]			Exempt	ODOT	K 9	1Q99	4Q99
					Minor Rehabilitation, Add One Lane NB & S SR126 to 0.33 Miles North of Hamilton-Mason Road	60,100	IM	C				990						
							State	C				[110]						
10751	HAM	I-75	22.848	9.98	Minor Rehabilitation, Add One Lane NB & S SR126 to 0.33 Miles North of Hamilton-Mason Road	60,100	NH	P		2,960				Analyzed 2005	ODOT	L 10	4Q00	4Q01
	BUT		0.00				IM	P		1,260								
							State	P		[880]								
							NH	C					32,000					
							IM	C					13,500					
							State	C					[9,500]					
4959	HAM	SR 125	1.31	1.68	Widening to 4 Lanes: 0.19 Miles West of SR32 to Corbly Road	5,042	OSTP	R		413				Analyzed 1997 (NEPA)	Cincinnati	J 10	4Q96	3Q98
							Local	R		[103]								
							OSTP	C			3,221							
							State	C			[805]							
8808	HAM	SR 126	6.806	0.00	Intersection Improvement: 0.21 Miles West of Pippin Road - Cut Profile to Improve Sight Distance	2,530	STP	R				225		Exempt	ODOT	M 45	4Q98	4Q99
							State	R				[25]						
							STP	C					2,025					
							State	C					[225]					
4873	HAM	SR 126	11.68	1.44	Widening to 4 Lanes: SR4 to I-75	8,200	OSTP	C	5,200					Analyzed 1997 (NEPA)	Woodlawn Evendale	J 25	Filed	4Q96
							Local	C	[1,300]									
11254	HAM	SR 126	34.175	0.03	Bridge Replacement: 0.28 Miles West of Clermont County Line	1,165	State	P		[80]				Exempt	ODOT	M 25	2Q98	1Q99
							State	R				[10]						
							STP	C					860					
							State	C					[215]					
9135	HAM	US 127	5.47	0.00	Connector Study: I-74 to US127	300	State	P						Exempt	Cincinnati	S 18	NA	NA
							Local	P										

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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00						(FUTR)
	HAM	US 127		0.00	Closed Loop Traffic Signal System	525	OSTP (G)	C			525				Exempt	North College Hill	9	4Q97	4Q98
13980	HAM	US 127	11.48	7.77	Resurfacing: Mt. Healthy NCL to Butler County Line	375	State		[370]					Exempt	ODOT	S 8	4Q96	1Q97	
15843	HAM	US 127 Compton Road	16.833	0.00	Closed Loop Traffic Signal System	536	OSTP NHS (G)	C C			236 300			Exempt	Mount Healthy	3	4Q97	4Q98	
8347	HAM	US 127	22.816	0.36	Widening to 4 Lanes: 0.07 Miles South of Waycross Road to I-275	1,235	OSTP Local OSTP State	R R C C			108 [27]		880 [220]	Analyzed 1997 (NEPA)	Forest Park	J 22	3Q98	4Q99	
11949	HAM	US 127	24.650	0.06	Culvert Replacements: 0.65 and 0.68 Miles North of I-275	550	State State NH State	P R C C	[82]		[20]			Exempt	ODOT	L 5	2Q98	1Q99	
13538	HAM	SR 128	21.062	0.03	Bridge Replacement: 0.17 Miles South of the Butler County Line	215	State State STP State	P R C C	[60]		[10]		116 [29]	Exempt	ODOT	M 3	1Q99	1Q00	
13007	HAM	SR 264	5.82	0.00	Install Signal: At South Road	367	STP State	C C		270 [30]				Exempt	ODOT	M 16	Filed	1Q97	
13853	HAM	SR 264	6.870	1.60	Intersection Improvement: Add Left Turn Lanes at Ebenezer Road	355	State	C					[260]	Exempt	ODOT	S 12	4Q99	4Q00	
14793	HAM	I-275	11.295	0.00	Slide Repair: 0.65 Miles West of West Junction with I-74	790	State IM State	R C C	[10]		675 [75]			Exempt	ODOT	K 7	4Q96	1Q97	
14312	HAM	I-275	22.30	0.00	Slide Repair: 0.81 Miles East of Winton Road	625	IM State	C C			540 [60]			Exempt	ODOT	K 1	4Q96	4Q97	
14071	HAM	I-275 Var	26.20	0.00	Bridge Painting: At Mill Creek, Conrail RR, Reading Road	1,482	IM State	C C			1,332 [148]			Exempt	ODOT	K 11	4Q97	2Q98	
12043	HAM	I-275	45.502	3.43	Resurfacing: 0.50 Miles E of US42 to 0.07 Mi E of US22	6,900	IM State IM State	P P C C		450 [50]				Exempt	ODOT	K 20	4Q00	4Q01	
13932	HAM	I-275	29.79	0.55	Upgrade Interchange: At Reed Hartman Highway	5,500	OSTP Local NH State	C C C C					5,760 [640] 2,080 [520] 2,320 [580]	Analyzed 2005	Sharonville	J 4	4Q99	4Q01	

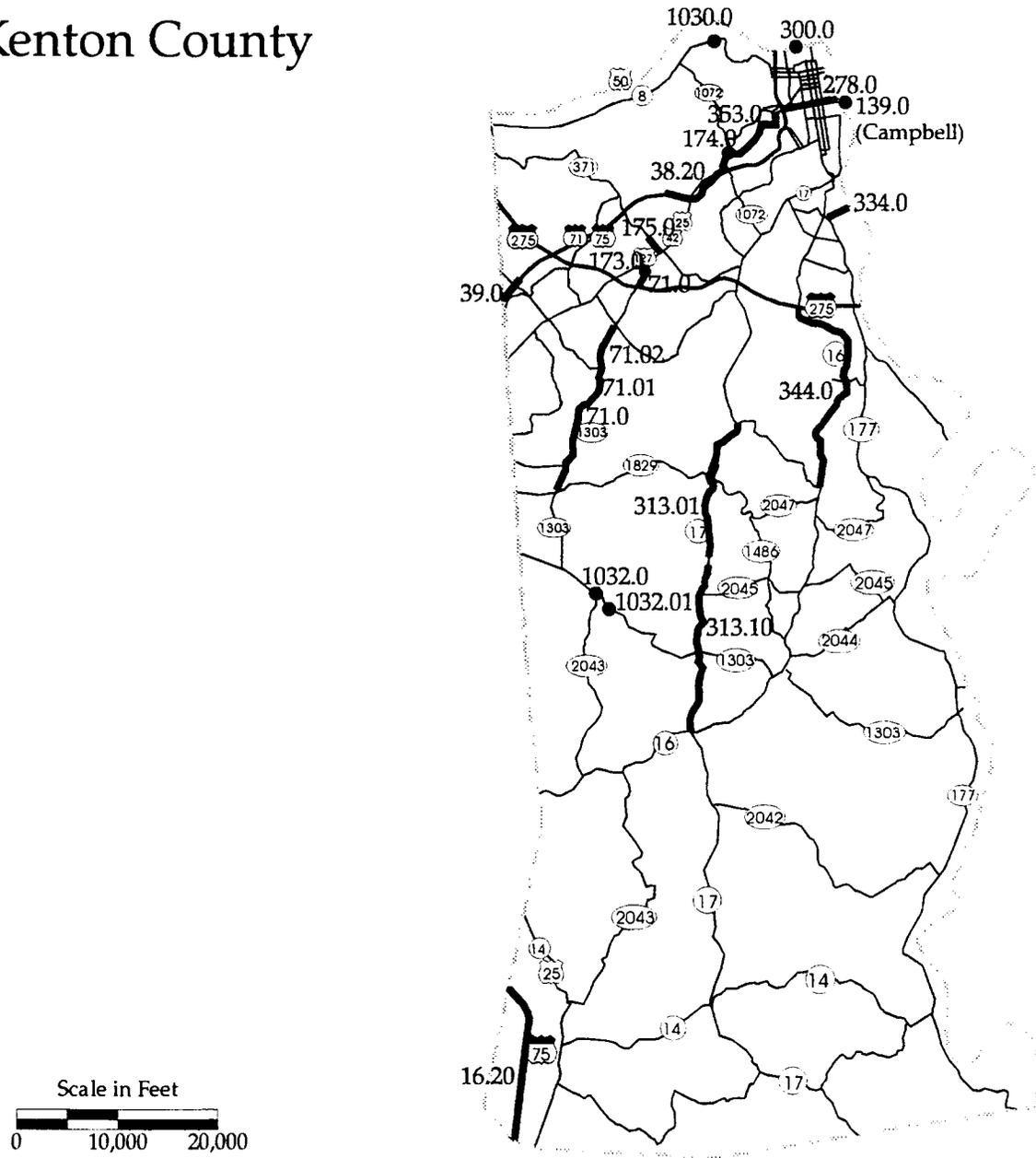
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HAMILTON COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)						
13912	HAM CLE	I-275	56.170 0.00	6.54	Resurfacing: 0.16 Miles West of Clermont County Line To 0.30 Miles South of US50 Freeway	16,500	IM NH State IM NH State	P P C C C		225 200 [75]					Exempt	ODOT	K 14	4Q00	4Q01
10913	HAM	I-275	64.038	1.56	Pavement Rehabilitation: 0.10 Mi W of US52 to 0.24 Mi E of Ky Line	3,900	IM State	C C		3,330 [370]					Exempt	ODOT	K 10	4Q96	4Q97
7977	HAM	CR 453	1.16	3.85	Upgrading: 0.32 Miles East of Galbraith Road to 0.21 Miles West of I-71	17,000	OSTP State Local OSTP State Local	R R R C C C			400 [500] [100]		4,800 [10,000] [1,200]		Exempt	Hamilton County	J 13	1Q98	4Q99
14283	HAM	CR 461	0.129	0.17	Wooster Road Bridge Replacement: 1.60 Miles South of US50 (Over Conrail)	2,250	BR Local	C C			1,800 [450]				Analyzed 2005	Hamilton County	N 8	2Q97	2Q98
9088	HAM	I-471	0.25	0.00	Bridge Rehabilitation: Fifth Street/Columbia Parkway over I-471	9,280	IM State	C C		7,650 [850]					Exempt	ODOT	K 2	1Q97	4Q97
12412	HAM	I-471	0.418	0.47	Resurfacing: 0.26 Miles North of Kentucky Line to I-71	2,760	State IM State	P C C				[260]		2,250 [250]	Exempt	ODOT	K 13	4Q00	4Q01
8468	HAM	I-471	0.33	1.00	Tendon Upgrade: Mt. Adams Hillside	3,225	IM State	C C		2,781 [309]					Exempt	ODOT	K 12	1Q97	3Q97
8205	HAM	SR 561	2.59	0.22	Widening to 5 Lanes: Madison Road to 0.22 Miles North	935	OSTP State	C C		544 [136]					Analyzed 1997 (NEPA)	Norwood	J 11	4Q96	4Q96
15166	HAM	SR 561	6.83	0.00	Bridge Removal: 0.61 Miles North of US42 (Longview Hosp)	49	State	C		[46]				Exempt	Ohio Dept Ment Health	S 1	4Q96	2Q97	
13885	HAM	SR 747	2.38	0.34	Construct Railroad Grade Separation: At CSX Railroad	8,800	OSTP Local OSTP State	R R C C			800 [200]		6,240 [1,560]		Exempt	Springdale	J 19	4Q98	4Q99

Figure 6
Kenton County



KENTON COUNTY

PROJECT	CO	ROUTE	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
								(FY96)	FY97	FY98	FY99	FY00					
300.0	KEN	New Bridge	0.50	New Bridge: Covington to Cincinnati	16,100	STP	P				1,680		Analyzed	KYTC	C 2	4Q99	4Q02
1030.0	KEN	KY 8	0.10	Bridge Replacement: At CNO&TP RR, 0.70 Miles NE of KY1072	5,100	BR	R				880	11,200	2005	KYTC	E 3	4Q96	4Q02
344.0	KEN	KY 16	4.00	Widening to 3 Lanes: I-275 to KY1501	5,000	State	P				[1,000]	3,040	Exempt	KYTC	G 3	UNSC	UNSC
							R					[4,000]	2005				
313.01	KEN	KY 17	2.50	Widening to 5 Lanes: From 4-Lane Section to Pelley Road	29,000	State	C			[18,000]	[5,000]		Analyzed	KYTC	G 4	4Q97	4Q99
313.02													2005				
313.10	KEN	KY 17	4.00	Widening to 5 Lanes: From Pelley Road to KY16	17,000	State	P	[400]					Analyzed	KYTC	G 7	4Q97	4Q02
							R				[5,000]		2005				
							C					[10,000]					
353.0	KEN	US 25	1.00	Reconstruction and Drainage Improvement: KY1072 to Covington West Corp Line	950	State	P	[100]					Exempt	KYTC	G 1	3Q97	1Q98
							R		[200]								
							C			[650]							
174.0	KEN	US 25	0.00	Construct Turn Lane: At Sleepy Hollow Road	1,280	CM	C		480				Exempt	KYTC	D 4	Filed	1Q97
173.0	KEN	US 25	0.00	Construct Turn Lane: At KY1303	1,800	CM	R		768				Exempt	KYTC	D 5	2Q97	4Q98
							C			640							
38.20	KEN	I-75	1.00	Add Southbound Lane and Rehabilitate: 3,000 Ft South of Dixie Highway to Kyles Ln	29,626	IM	C			17,550			Analyzed	KYTC	A 6	4Q96	4Q97
38.21							R		674				1997				
							NH			1,760			(NEPA)				
39.0	KEN	I-75	0.95	Rehabilitation (Northbound Only): 3,000 Ft South to 2,000 Ft North of KY236	6,500	IM	R		450				Exempt	KYTC	A 3	3Q97	4Q98
							C			5,600							
16.20	KEN	I-75	4.50	Add Third Lane: Boone County Line to Grant County Line	9,130	NH	C		6,640				Analyzed	KYTC	A 5	Filed	2Q97
16.21							IM		747				1997				
													(NEPA)				
175.0	KEN	KY 371	0.40	Reconstruction: Post Office to US 25	2,915	OSTP	R		1,160				Exempt	KYTC	B 4	2Q97	4Q98
							C			1,200							
1032.0	KEN	KY 536	0.10	Bridge Replacement: Over Banklick Creek, 0.02 Mi W of KY2043	1,350	BR	R		360				Exempt	KYTC	E 6	3Q97	4Q99
							C				600						
1032.01	KEN	KY 536	0.00	Grade Separation: Eliminate 2 RR Grade Crossings in Ricedale	3,900	STP	P	240					Exempt	KYTC	C 1	4Q97	4Q99
							R		1,850								
							C				1,400						
273.0	KEN	KY 1120	1.00	Reconstruction: Licking River to I-75 (No Additional Through Traffic Lanes)	12,500	OSTP	R	6,400					Exempt	KYTC	B 5	4Q96	4Q01
							C					3,600					
71.0	KEN BOO	KY 1303	8.70	Widening to 5 Lanes: Dixie Highway to US25 in Boone County	1,000	OSTP	R						Analyzed	KYTC	B 2	NA	NA
71.01	KEN	KY 1303	1.00	Widening to 5 Lanes: Lindenwood Drive to Autumn Road	9,572	OSTP	R		2,658				Analyzed	KYTC	B 3	3Q97	1Q99
							C				4,800		2005				

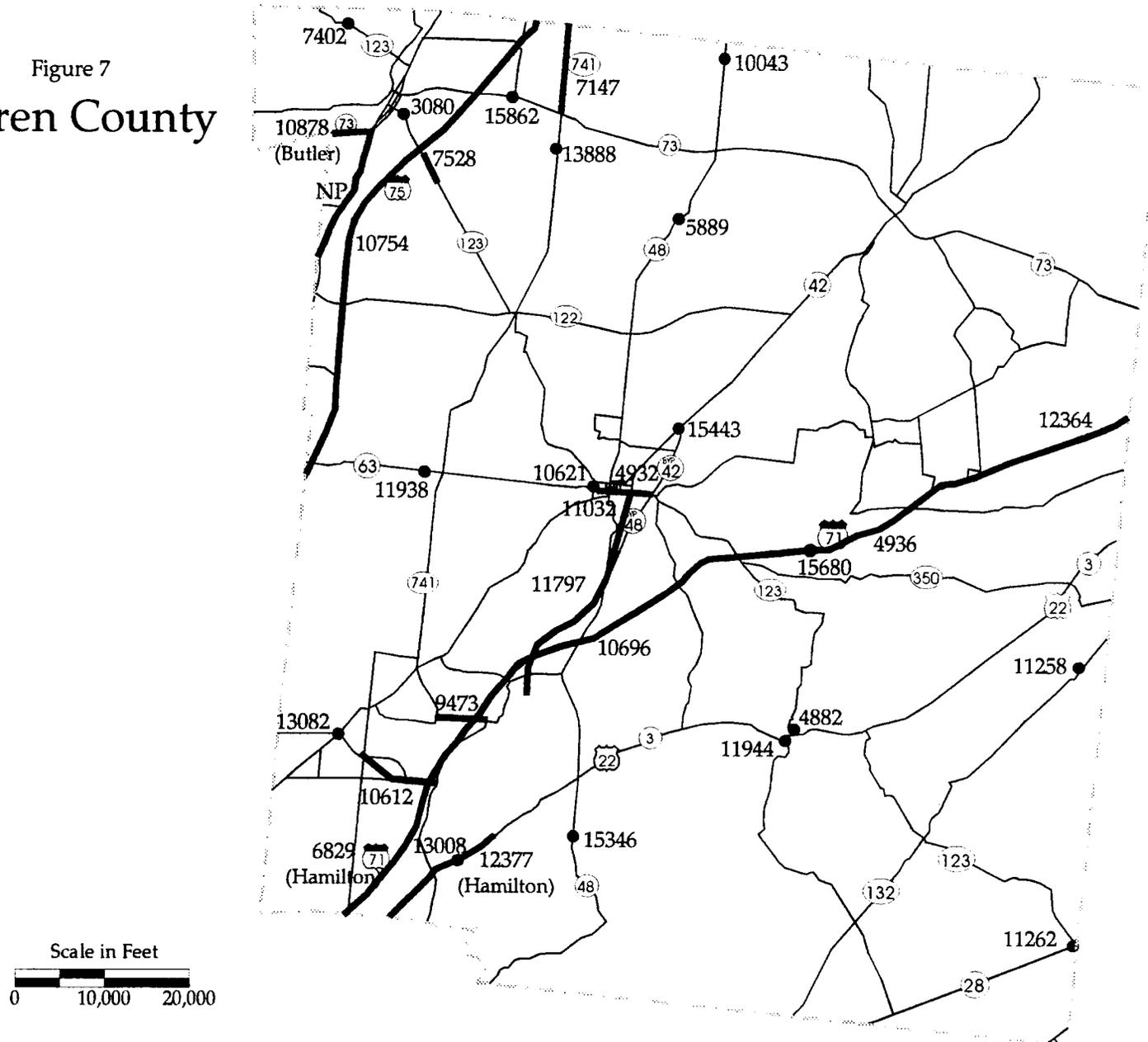
OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM

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KENTON COUNTY

PROJECT	CO	ROUTE	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE			
								(FY96)	FY97	FY98	FY99	FY00						(FUTR)		
71.02	KEN	KY 1303	2.00	Widening to 5 Lanes: Dudley Pike to Lindenwood Drive	10,000	OSTP	P R C		400				3,600		4,000	Analyzed 2005	KYTC	B 7	4Q00	4Q02
71.03	KEN	KY 1303	1.70	Widening to 5 Lanes: Autumn Road to Richardson Road	500	OSTP	P			400						Analyzed 2005	KYTC	B 6	UNSC	UNSC

Figure 7
Warren County



OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM

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WARREN COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00					
11797	WAR	Country- side		8.00	Construct Bikeway: Little Miami Scenic Bikeway to Broadway St	2,730	STP Local	C C				2,184 [546]		Exempt	Lebanon	NA	2Q98	1Q99
10612	WAR	Tylersville Road		2.41	Widening to 4 Lanes, New Location: US42 to I-71	4,050	OSTP Local OSTP Local	R R C C			200 [50]		3,040 [760]	Analyzed 2005	Mason	J 29	1Q99	4Q99
NP	WAR	CR 19	0.00	4.20	Widen Dixie Highway to 4 Lanes: Butler County Line to SR73	8,900	OSTP Local OSTP Local	R R C C					800 [200] 6,320 [1,580]	Analyzed 2005	Middletown	J 28	UNSC	UNSC
13008	WAR	US 22	1.62	1.00	Add Left Turn Lanes and Install Signal: Turn Lanes at US22/Dover & US22/Landen Install Signal at US22/Landen	440	State State	R C	70 [320]					Exempt	ODOT	S 20	4Q96	2Q97
11262	WAR	SR 28	8.174	0.19	Culvert and Bridge Replacements: 0.14 and 0.11 Miles West of the CLI Co Line	780	State State STP State	P R C C		[100]			[30]	Exempt	ODOT	M 29	4Q00	4Q01
15165	WAR	US 42	0.00	4.95	Resurfacing: WAR Co Line to 0.02 Mi W of Kings Mill Rd	203	State	C		[200]				Exempt	ODOT	S 10	4Q96	1Q97
13082	WAR	US 42	3.443	0.06	Bridge Replacement: 2.14 Miles North of the Butler County Line	854	State State NH State	P R C C	[40]		[20]		635 [158]	Exempt	ODOT	M 18	3Q98	2Q99
15244	WAR	US 42	28.872	8.14	Resurfacing: 2.092 Km N of SR122 to 2.8 Km S of GRE	1,655	State	C		[1,650]				Exempt	ODOT	S 21	4Q96	1Q97
15346	WAR	SR 48	8.417	0.06	Culvert Replacement: At Maineville North Corporation Line	117	State State State	P R C	[7]		[10]			Exempt	ODOT	S 16	4Q96	1Q98
5889	WAR	SR 48	32.453	0.03	Bridge Replacement: 1.94 Miles South of SR73	360	State State BR State	P R C C			[40]		[10]	Exempt	ODOT	N 15	4Q99	4Q00
10043	WAR	SR 48	37.361	0.08	Culvert Replacement: 1.11 Miles North of SR73	164	State	C			[146]		248 [62]	Exempt	ODOT	S 13	2Q97	2Q98
15443	WAR	SR 48B	3.416	0.30	Intersection Realignment: At US42	632	State NH State	R C C		[10]		496 [124]		Exempt	ODOT	L 12	3Q97	4Q98
4932	WAR	SR 63 SR 123	10.732 17.58	1.59	Widening to 3 Lanes: 0.28 Miles West of West Street to SR48	4,080	OSTP Local OSTP State	R R C C				240 [60]		Analyzed 1997 (NEPA)	Lebanon	J 17	4Q98	4Q99

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997 - 2000 TRANSPORTATION IMPROVEMENT PROGRAM

WARREN COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON-FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE
									(FY96)	FY97	FY98	FY99	FY00 (FUTR)					
10621	WAR	SR 63	11.038	0.04	Bridge Replacement: 0.17 Miles West of US42	655	State BR State	R C C	[20] 444 [111]					Exempt	ODOT	N 10	4Q96	4Q97
10696	WAR	I-71	3.22	6.27	Add Lane, Rehabilitate: 0.39 Miles South of Western Row Road to 1.08 Miles North of SR48	19,500	IM NH State	C C C			8,325 7,400 [2,775]			Analyzed 2005	ODOT	K 19	2Q98	4Q98
12364	WAR CLI	I-71	15.269 0.00	17.03	Resurfacing: 1.08 Mi N of SR48 to 1.05 Mi N of SR380	25,460	IM State	C C			21,600 [2,400]			Exempt	ODOT	K 18	2Q98	4Q98
4936	WAR	I-71	22.590	0.00	Rest Area Upgrading: 1.50 Miles North of SR123	8,575	State NH State	R C C	[75]		7,020 [780]			Exempt	ODOT	K 21	3Q97	4Q98
15680	WAR	I-71	24.360	0.00	Bridge Inspection: Jeremiah Morrow Bridge	250	IM State	P P	225 [25]					Exempt	ODOT	K 4	4Q96	1Q97
15862	WAR	SR 73	7.692	0.00	Improve Intersection/Replace Culvert: At Clearcreek-Franklin Road	250	OSTP NHS Local	C C C			125 125 [50]			Exempt	Springboro	11	4Q97	4Q98
10754	WAR	I-75	3.42	8.78	Minor Rehabilitation: 0.68 Mi S of SR122 to Montgomery Co Line	14,300	IM State	C C				12,060 [1,340]		Exempt	ODOT	K 16	4Q00	4Q01
4882	WAR	SR 123	15.462	0.29	Bridge Replacement: 0.17 Miles North of US22	2,100	State State BR State	P R C C	[244]		[140]		1,280 [320]	Exempt	ODOT	N 5	1Q98	1Q99
11932	WAR	SR 123	30.346	0.03	Culvert Replacement: 0.19 Miles West of US42	340	State State STP State	P R C C	[40]		[10]		232 [58]	Exempt	ODOT	M 20	2Q98	1Q99
7528	WAR	SR 123	27.66	0.83	Widening to 4 Lanes: 0.63 Miles South to 0.20 Miles North of I-75	6,120	OSTP Local OSTP State	R R C C	160 [40]	4,536 [1,134]				Analyzed 1997 (NEPA)	Franklin	J 30	Filed	3Q97
13080	WAR	SR 123	47.031	0.01	Bridge Rehabilitation: 0.92 Miles North of I-75	135	State STP State	P C C	[50]			92 [23]		Exempt	ODOT	M 6	3Q98	1Q00
7402	WAR	SR 123	50.828	0.27	Railroad Grade Separation: 1.17 Miles North of the Carlisle SCL	1,845	OSTP Local OSTP State	R R C C				24 [6]	1,452 [363]	Exempt	Carlisle	J 24	3Q98	1Q00
11258	WAR	SR 132	16.033	0.06	Bridge Replacement: 1.36 Miles West of the Clinton County Line	395	State STP State	P C C	[60]				260 [65]	Exempt	ODOT	M 30	2Q00	1Q01

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WARREN COUNTY

PID	CO	ROUTE	SEC	LEN	DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL [OTHER] FUND USE (000)					AQ CON- FORMITY	SPONSOR	PRIOR ITY	PLAN ACCEP	SALE DATE	
									(FY96)	FY97	FY98	FY99	FY00						(FUTR)
9473	WAR	SR 741 I-71	0.00 5.40	1.00	Widen Kings Mills Road to 5 Lanes: I-71 to Parkside Drive	10,542	OSTP	R	800						Analyzed 1997 (NEPA)	ODOT	J 16	Filed	3Q97
							State	R	[200]										
							OSTP	C		3,424									
							IM	C		3,852									
							State	C		[1,384]									
13888	WAR	SR 741	22.301	0.25	Improve Vertical Curve: At Springboro High School	325	OSTP	C						Exempt	Springboro	J 14	4Q97	1Q98	
							State	C			260								
											[65]								
7147	WAR MOT	SR 741	15.53 0.00	2.69	Widening to 4 Lanes: SR73 to the Montgomery County Line	6,900	OSTP	R	320					Analyzed 1997 (NEPA)	Springboro	J 15	4Q96	3Q98	
							State	R	[80]										
							OSTP	C			5,200								
							State	C			[1,300]								

TRANSIT SUMMARY

06/05/96

RECIPIENT OF FUNDS/ AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	FISCAL YEAR	TOTAL EXPENDITURES			FEDERAL FUNDING		
		CAPITAL	OPERATING	PLANNING	CAPITAL	OPERATING	PLANNING
CLERMONT AREA RURAL TRANSIT	1997	240,000	1,100,000		192,000	253,000	
	1998	265,000	1,170,000		212,000	339,000	
	1999	260,000	1,240,000		208,000	358,000	
	2000	240,000	1,310,000		192,000	378,000	
CITY OF HAMILTON	1997						
	1998						
	1999						
	2000						
CITY OF MIDDLETOWN	1997	53,000	719,000		42,000	317,000	
	1998	43,000	741,000	40,000	34,000	326,000	32,000
	1999	30,000	763,000		24,000	335,000	
	2000	47,000	786,000		38,000	344,000	
NORTHERN KENTUCKY TRANSIT	1997	94,000			75,000		
OHIO SECTION 16 RECIPIENTS	1997	109,000			87,000		
OKI	1997			3,750,000			3,000,000
	1998			3,750,000			3,000,000
SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY	1997	14,995,000	56,300,000	100,000	14,995,000	2,000,000	100,000
	1998	5,400,000	58,000,000	100,000	5,400,000	2,000,000	100,000
	1999	5,400,000	60,800,000	100,000	5,400,000	2,000,000	100,000
	2000	5,400,000	63,275,000	100,000	5,400,000	2,000,000	100,000
TRANSIT AUTHORITY OF NORTHERN KENTUCKY	1997	2,487,000	10,500,000		1,990,000	410,000	
	1998	1,174,000	11,000,000		939,000	450,000	
	1999	1,150,000	11,600,000		920,000	500,000	
	2000	1,175,000	12,200,000		940,000	550,000	
WARREN COUNTY TRANSIT SYSTEM	1997	41,000	647,000		32,000	179,000	
	1998	162,000	679,000		131,000	179,000	
	1999	179,000	713,000		142,000	179,000	
	2000	157,000	749,000		125,000	179,000	

TRANSIT ANTICIPATED OPERATING SCHEDULE

RECIPIENT OF FUNDS/ AGENCY RESPONSIBLE FOR PROJECT IMPLEMENTATION	FISCAL YEAR	STATE'S FISCAL YEAR BEGINNING JULY 1								OPERATOR'S FISCAL YEAR						
		OPERATING EXPENDIT	OPERATING REVENUES	NET PROJ- ECT COST	SUBSIDY				OPERATING EXPENDIT	OPERATING REVENUES	NET PROJ- ECT COST	SUBSIDY				
					LOCAL TAX	LOC OTHER	STATE	FEDERAL				LOCAL TAX	LOC OTHER	STATE	FEDERAL	
CLERMONT AREA RURAL TRANSIT (FY Begins July 1)	1997									1,100,000	465,000	635,000		64,000	318,000	253,000
	1998									1,170,000	493,000	677,000			338,000	339,000
	1999									1,240,000	523,000	717,000			359,000	358,000
	2000									1,310,000	554,000	756,000			378,000	378,000
CITY OF HAMILTON (FY Begins January 1)	1997															
	1998															
	1999															
	2000															
CITY OF MIDDLETOWN (FY Begins January 1)	1997									719,000	84,000	635,000		210,000	108,000	317,000*
	1998									741,000	89,000	652,000		215,000	111,000	326,000*
	1999									763,000	93,000	670,000		221,000	114,000	335,000*
	2000									786,000	97,000	689,000		231,000	114,000	344,000
* Includes carryover for FY97 - 31,000 from FY94; FY98 - 40,000 from FY95; FY99 - 49,000 from FY96																
SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY (FY Begins January 1)	1997									56,300,000	19,142,000	37,158,000	31,413,000		3,745,000	2,000,000
	1998									58,500,000	19,305,000	39,195,000	33,450,000		3,745,000	2,000,000
	1999									60,800,000	19,456,000	41,344,000	35,599,000		3,745,000	2,000,000
	2000									63,275,000	18,983,000	44,292,000	38,547,000		3,745,000	2,000,000
TRANSIT AUTHORITY OF NORTHERN KENTUCKY (FY Begins July 1)	1997	10,500,000	2,500,000	8,000,000	7,590,000					410,000						
	1998	11,000,000	2,600,000	8,400,000	7,950,000					450,000						
	1999	11,600,000	2,650,000	8,950,000	8,450,000					500,000						
	2000	12,200,000	2,700,000	9,500,000	8,950,000					550,000						
WARREN COUNTY TRANSIT SYSTEM (FY Begins July 1)	1997									647,000	20,000	627,000		263,000	185,000	179,000
	1998									679,000	20,000	659,000		295,000	185,000	179,000
	1999									713,000	20,000	693,000		329,000	185,000	179,000
	2000									749,000	20,000	729,000		365,000	185,000	179,000

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

04/07/96

FISCAL YEAR 1997 TRANSIT CAPITAL IMPROVEMENTS

ALL FUNDING AMOUNTS SHOWN IN THOUSANDS OF DOLLARS
FEDERAL FUNDING SOURCE AND AMOUNT

RECIPIENT OF FUNDS AND AGENCY RESPONSIBLE FOR IMPLEMENTATION DESCRIPTION OF IMPROVEMENT AND PRIORITY	REPLACE- MENT	EXPAN- SION	WHEEL- CHAIR EQUIPPED	TOTAL PROJECT COST	FEDERAL FUNDING SOURCE AND AMOUNT							AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN	
					5307 (9)	5309 (3)	5310 (16)	5311 (18)	STP	FHWA CM/AQ	NHS	DOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE
CLERMONT AREA RURAL TRANSIT																	
4 Transit Buses	RC-1	X	X	240				192				24				24	
CITY OF MIDDLETOWN																	
Brakes	UM-4	X		14	11							1				1	
Tires	UM-3	X		10	8							1				1	
Wheelchair Tie-down/Flipseats [ADA]	UM-2		X	9	7							1				1	
Bus Shelters	UM-1		X	20	16							2				2	1993 TDP Update
NORTHERN KENTUCKY TRANSIT																	
3 Vans	NA	X	X	94			75					10				9	
OHIO SPECIALIAZED TRANSPORTATION RECIPIENTS																	
To be Selected	NA			109			87					11				11	
OKI																	
Northeast Corridor Major Investment Study	NA			3,750		3,000						375				375	1994 OKI Long Range Plan
SORTA																	
Paratransit Vehicles - Up to 7 [ADA]	US-2	X	X	400	400							Soft	Match			1995	TDP
Paratransit Vehicles - Up to 10 [ADA]	US-1		X	500	500							Soft	Match			1995	TDP
Reverse Commuter Vans Lease	US-3	X		100	100							Soft	Match			1995	TDP
Equipment/Tire Leases/Maintenance Items	US-4	X		2,000	2,000							Soft	Match			1995	TDP
Computer Hardware and Software	US-7	X		300	300							Soft	Match			1995	TDP
Office Equipment	US-6	X		200	200							Soft	Match			1995	TDP
Building Leases and Upgrades	US-5	X		1,800	1,800							Soft	Match			1995	TDP
Project Administration	US-8			100	100							Soft	Match				
Park-and-Ride Design/Acquisition/Construction	NA		X	1,750						1,750		Soft	Match			1995	TDP
Rail Corridor Presevation	NA		X	7,845						7,845		Soft	Match			1995	TDP
Planning	NA			100	100							Soft	Match				
TANK																	
9 35' Transit Buses [ADA]	UT-2	X	X	2,025	1,620							202			203	1996	TDP
3 Small Paratransit Buses [ADA]	UT-1		X	180	144							18			18	1996	TDP
Associated Capital Items	UT-3	X		196	157							20			19	1996	TDP
Maintenance Equipment	UT-4	X		40	32							4			4	1996	TDP
Computer Software	UT-5		X	46	37							5			4	1996	TDP
WARREN COUNTY TRANSIT SYSTEM																	
2 Standard Minivans	RW-1	X		41				32				4				5	

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

06/07/98

FISCAL YEAR 1998 TRANSIT CAPITAL IMPROVEMENTS

ALL FUNDING AMOUNTS SHOWN IN THOUSANDS OF DOLLARS

RECIPIENT OF FUNDS AND AGENCY RESPONSIBLE FOR IMPLEMENTATION DESCRIPTION OF IMPROVEMENT AND PRIORITY	REPLACE- MENT	EXPAN- SION	WHEEL- CHAIR EQUIPPED	TOTAL PROJECT COST	FEDERAL FUNDING SOURCE AND AMOUNT							AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN	
					FTA				FHWA			DOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE
					5307 (9)	5309 (3)	5310 (16)	5311 (18)	STP	CM/AQ	NHS						
CLERMONT AREA RURAL TRANSIT																	
4 Transit Buses	RC-2	X	X	240				192				24			24		
1 Service Truck	RC-3	X		25				20				2			3		
CITY OF MIDDLETOWN																	
Tires	UM-8	X		10	8							1			1		
Front Suspensions	UM-7	X		12	10							1			1		
Miscellaneous Parts	UM-5	X		7	6							1			1		
2 Engine Rebuilds	UM-6	X		14	11							1			1		
Planning	NA			40	32							4			4		
OKI																	
Northeast Corridor Major Investment Study	NA			3,750		3,000						375		375	1994	OKI Long Range Plan	
SORTA																	
Paratransit Vehicles - Up to 6 [ADA]	US-9	X	X	439	439							Soft	Match		1995	TDP	
Paratransit Vehicles - Up to 5 [ADA]	US-10		X	366	366							Soft	Match		1995	TDP	
Reverse Commuter Vans Lease	US-11	X		100	100							Soft	Match		1995	TDP	
Equipment/Tire Leases/Maintenance Items	US-12	X		2,000	2,000							Soft	Match		1995	TDP	
Computer Hardware and Software	US-15	X		200	200							Soft	Match		1995	TDP	
Office Equipment	US-14	X		50	50							Soft	Match		1995	TDP	
Building Leases and Upgrades	US-13	X		2,145	2,145							Soft	Match		1995	TDP	
Project Administration	US-16			100	100							Soft	Match		1995	TDP	
Planning	NA		5400	100	100							Soft	Match				
TANK																	
4 35' Transit Buses [ADA]	UT-7	X	X	944	755							94		95	1996	TDP	
Associated Capital Items	UT-8	X		165	132							17		16	1996	TDP	
1 Small Paratransit Bus [ADA]	UT-6	X	X	65	52							6		7	1996	TDP	
WARREN COUNTY TRANSIT SYSTEM																	
2 Converted Vans	RW-2	X	X	66				53				7			7		
2 Standard Minivans	RW-4	X		43				35				4			4		
1 Small Bus	RW-3	X	X	53				43				5			5		

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

06/07/99

FISCAL YEAR 1999 TRANSIT CAPITAL IMPROVEMENTS

ALL FUNDING AMOUNTS SHOWN IN THOUSANDS OF DOLLARS

RECIPIENT OF FUNDS AND AGENCY RESPONSIBLE FOR IMPLEMENTATION	DESCRIPTION OF IMPROVEMENT AND PRIORITY	REPLACE- MENT	EXPAN- SION	WHEEL- CHAIR EQUIPPED	TOTAL PROJECT COST	FEDERAL FUNDING SOURCE AND AMOUNT						AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN	
						5307 (9)	5309 (3)	5310 (16)	5311 (18)	STP	FHWA CM/AQ	NHS	DOT	OTHER	TAX	OTHER	YEAR
CLERMONT AREA RURAL TRANSIT																	
4 Transit Buses	RC-5	X		X	240				192				24			24	
1 Van	RC-4	X			20				16				2			2	
CITY OF MIDDLETOWN																	
Tires	UM-9	X			12	10							1			1	
Miscellaneous Parts	UM-10	X			18	14							2			2	
SORTA																	
Paratransit Vehicles - Up to 7 [ADA]	US-17	X		X	564	564							Soft	Match			1995 TDP
Paratransit Vehicles - Up to 5 [ADA]	US-18		X	X	403	403							Soft	Match			1995 TDP
Reverse Commuter Vans Lease	US-19	X			100	100							Soft	Match			1995 TDP
Equipment/Tire Leases/Maintenance Items	US-20	X			2,500	2,500							Soft	Match			1995 TDP
Computer Hardware and Software	US-22	X			100	100							Soft	Match			1995 TDP
Office Equipment	US-23	X			50	50							Soft	Match			1995 TDP
Building Leases and Upgrades	US-21	X			1,583	1,583							Soft	Match			1995 TDP
Project Administration	US-24				100	100							Soft	Match			
Planning	NA				100	100							Soft	Match			
TANK																	
4 35' Transit Buses [ADA]	UT-9	X		X	980	784							98		98		1996 TDP
Associated Capital Items	UT-10	X			170	136							17		17		1996 TDP
WARREN COUNTY TRANSIT SYSTEM																	
2 Converted Vans	RW-5	X		X	69			54					7			7	
2 Small Buses	RW-6	X		X	110			88					11			11	

OHIO - KENTUCKY - INDIANA REGIONAL COUNCIL OF GOVERNMENTS FISCAL YEARS 1997-2000 TRANSPORTATION IMPROVEMENT PROGRAM

06/07/96

FISCAL YEAR 2000 TRANSIT CAPITAL IMPROVEMENTS

ALL FUNDING AMOUNTS SHOWN IN THOUSANDS OF DOLLARS
FEDERAL FUNDING SOURCE AND AMOUNT

RECIPIENT OF FUNDS AND AGENCY RESPONSIBLE FOR IMPLEMENTATION DESCRIPTION OF IMPROVEMENT AND PRIORITY	REPLACE- MENT	EXPAN- SION	WHEEL- CHAIR EQUIPPED	TOTAL PROJECT COST	FTA				FHWA			AMOUNT OF STATE FUNDING		AMOUNT OF LOCAL FUNDING		PLANNING DOCUMENTATION LOCATED IN		
					5307 (9)	5309 (3)	5310 (16)	5311 (18)	STP	CM/IAQ	NHS	DOT	OTHER	TAX	OTHER	YEAR	DOCUMENT TITLE	
CLERMONT AREA RURAL TRANSIT																		
4 Transit Buses	RC-6	X	X	240				192				24				24		
CITY OF MIDDLETOWN																		
Rear Suspensions	UM-12	X		17	14							2				2		
Tires	UM-11	X		10	8							1				1		
Parts	UM-13	X		20	16							2				2		
SORTA																		
Paratransit Vehicles - Up to 7 [ADA]	US-26	X	X	620	620							Soft	Match				1995	TDP
Paratransit Vehicles - Up to 5 [ADA]	US-25		X	443	443							Soft	Match				1995	TDP
Reverse Commuter Vans Lease	US-27	X		100	100							Soft	Match				1995	TDP
Equipment/Tire Leases/Maintenance Items	US-28	X		2,500	2,500							Soft	Match				1995	TDP
Computer Hardware and Software	US-31	X		378	378							Soft	Match				1995	TDP
Office Equipment	US-30	X		60	60							Soft	Match				1995	TDP
Building Leases and Upgrades	US-29	X		1,199	1,199							Soft	Match				1995	TDP
Project Administration	US-32			100	100							Soft	Match					
Planning	NA			100	100							Soft	Match					
TANK																		
4 35' Transit Buses [ADA]	UT-11	X	X	1,000	800							100		100			1996	TDP
Associated Capital Items	UT-12	X		175	140							17		18			1996	TDP
WARREN COUNTY TRANSIT SYSTEM																		
3 Converted Vans	RW-7	X	X	109				87				11				11		
2 Standard Minivans	RW-8	X	X	48				38				5				5		

TABLE OF ABBREVIATIONS

ADT	Average Daily Traffic	NH	National Highway System (Funding Type)
BR	Bridge Replacement (Funding Type)	NOx	Oxides of Nitrogen
C	Construction Phase	NP	Not Programmed
CAAA	Clean Air Act Amendments of 1990	ODOT	Ohio Department of Transportation
CBD	Central Business District	OSTP	Surface Transportation Program (OKI's Allocation)
CM	Congestion Mitigation/Air Quality (Funding Type) (or CM/AQ)	P	Preliminary Engineering Phase
CO	Carbon Monoxide	PL	Federal Planning Funding
COMP	Completed	R	Right-Of-Way Phase
CR	County Road	SAF	Safety (Funding Type)
DEMO	Demonstration Funds	SCIP	State Capital Improvements Program
E&H	Elderly and Handicapped	SCL	South Corporation Line
ECL	East Corporation Line	SORTA	Southwest Ohio Regional Transit Authority
FHWA	Federal Highway Administration	SPR	State's Share of Federal Planning and Research Funding
FTA	Federal Transit Administration (previously UMTA)	SR	State Route
FY	Fiscal Year (July 1 to June 30, unless otherwise noted)	STIP	State Transportation Improvement Program
G	100% Federal Participation Identifier	STP	Surface Transportation Program (Funding Type)
ICC	Intermodal Coordinating Committee	TANK	Transit Authority of Northern Kentucky
IM	Interstate Maintenance (Funding Type)	TDP	Transit Development Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	TID	Transportation Improvement District
KYTC	Kentucky Transportation Cabinet	TIP	Transportation Improvement Program
LRP	OKI Long Range Plan	TR	Township Road
LTIP	Local Transportation Improvement Program	TSM	Transportation System Management
LTV	Light Transit Vehicle	U	Utilities Phase
MA	Minimum Allocation (Funding Type)	UNSC	Unscheduled
MPO	Metropolitan Planning Organization	VMT	Vehicle Miles of Travel
NA	Not Applicable	VOC	Volatile Organic Compounds
NCL	North Corporation Line	WC	Wheelchair
NEPA	National Environmental Protection Act	WCL	West Corporation Line