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May 8, 2024

Ms. Boday Borres  
Acting Division Administrator  
Federal Highway Administration, Kentucky Division  
John C. Watts Federal Building  
330 West Broadway  
Frankfort, Kentucky 40601

Mr. David Snyder  
Division Administrator  
Federal Highway Administration, Ohio Division  
200 North Hight Street, Room 328  
Columbus, Ohio 43215

**Re: Brent Spence Bridge Corridor Project Request for Finding of No Significant Impact**

Dear Ms. Borres and Mr. Snyder:

Pursuant to Title 40 of the Code of Federal Regulations (CFR) part 1500.4(q) and paragraph 5 of the Department of Transportation Order 5610.1C implementing the National Environmental Policy Act (NEPA) of 1969, the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) are requesting review of the enclosed Finding of No Signification Impact (FONSI) request packet for the Brent Spence Bridge (BSB) Corridor Project.

KYTC and ODOT have prepared a revised supplemental Environmental Assessment (EA) for the BSB Corridor Project, which has been submitted under separate cover. The revised supplemental EA provides sufficient evidence and analysis to demonstrate that Refined Alternative I (Concept I-W) will have no significant impact on the human or natural environment and to determine that an Environmental Impact Statement is not required.

Upon the satisfactory completion of your review of the included information, and based on your independent review of the revised supplemental EA, we would request that FHWA prepare a FONSI to complete the NEPA process for this project.

Sincerely,

*Stacey Hans*

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Stacey Hans  
Project Manager  
Brent Spence Bridge Corridor Project  
Kentucky Transportation Cabinet

*Timothy M. Hill*

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Timothy M. Hill  
Administrator of Office of Environmental Services  
Ohio Department of Transportation

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**BRENT SPENCE**  
**BRIDGE CORRIDOR**



FONSI REQUEST

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Attachments:

- Appendix A: Agency Comments and Responses
- Appendix B: Public Comments and Responses
- Appendix C: Public Hearings Documentation
- Appendix D: Project Advisory Committee Meeting Summary
- Appendix E: Section 4(f) Documentation
- Appendix F: Section 6(f) Documentation



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## 1. INTRODUCTION

In accordance with the National Environmental Policy Act (NEPA), an [Environmental Assessment](#) (EA) was originally prepared for the Brent Spence Bridge (BSB) Corridor Project in the Commonwealth of Kentucky and the State of Ohio in March 2012. A [Finding of No Significant Impact](#) (FONSI) was approved by the Federal Highway Administration (FHWA) on August 9, 2012. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.

More than three years have passed since the 2012 FONSI and subsequent reevaluations of its validity. Project refinements have also occurred in response to public comments and further study, though they remain within the project footprint and impacts evaluated in the 2012 EA/FONSI. The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) prepared a [supplemental EA](#) consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 to assess updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA provides an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. The supplemental EA was approved by FHWA for public availability on January 18, 2024.

The purpose and need for the project is unchanged from what was presented in the supplemental EA:

- Improve traffic flow and level of service (LOS);
- Improve safety;
- Correct geometric deficiencies; and
- Maintain connections to key regional and national transportation corridors.

The formal public availability and comment period for the supplemental EA began on January 26, 2024 and concluded on March 8, 2024. The following sections provide a summary of the public hearings and other stakeholder coordination that occurred during the public availability and comment period. The following sections also discuss project refinements and updated information since the publication of the supplemental EA, which are reflected in the revised supplemental EA.

## 2. PUBLIC HEARINGS SUMMARY

[[Supplemental EA Reference: Public Hearing \(5.5\)](#)]

The supplemental EA was approved by FHWA for public availability on January 18, 2024. The formal public availability and comment period for the supplemental EA began on January 26, 2024 and concluded on March 8, 2024. During that time, KYTC and ODOT held four in-person public hearings and one virtual public hearing. The activities related to the public hearings are described in the following sections.



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## 2.1 Public Availability

The supplemental EA was made available for public review in electronic format on two websites:

- A website created specifically for the supplemental EA and the public hearings: [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)
- The project website: [www.brentspencebridgecorridor.com/documents/](http://www.brentspencebridgecorridor.com/documents/)

The supplemental EA was made available for public review in print format at two locations:

- The Kenton County Public Library Covington Branch  
502 Scott Street  
Covington, Kentucky 41011 (within ¾-mile of the project area)
- The Cincinnati & Hamilton County Public Library West End Branch  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203 (within 500 feet of the project area)

Sign-out sheets were provided to both libraries to track how many individuals reviewed the supplemental EA; however, library staff did not utilize the provided sign-out sheets. Staff at the Kenton County Public Library Covington Branch reported that three people viewed the supplemental EA, although no records were kept. Staff at the Cincinnati & Hamilton County Public Library West End Branch were unable to provide information about how many people viewed the supplemental EA.

## 2.2 Advertising

The public availability of the supplemental EA, the public hearings, and the associated comment period were widely advertised in the Cincinnati and Northern Kentucky areas, as summarized below:

- Approximately 50,000 postcards were delivered to all mail routes in the project's environmental justice study area using the U.S. Postal Service Every Door Direct Mail service. Due to limitations in the number of postcards that could be delivered in any given day, deliveries began on January 26, 2024 and continued for about 3-4 mail delivery days. Postcards were also made available at the Kenton County Public Library Covington Branch and the Cincinnati & Hamilton County Public Library West End Branch.
- Display-type advertisements were published in the LinkNKY weekly newspaper and the Cincinnati Enquirer daily newspaper on January 26, 2024 and February 16, 2024.
- Information was published in the January project e-newsletter on January 26, 2024 and in a special edition e-newsletter on February 16, 2024. The February e-newsletter distributed on February 29, 2024 provided a recap of the public hearings and information about the ongoing public comment period.
- Flyers were emailed to the Project Advisory Committee on January 25, 2024 and to the project Diversity & Inclusion Committee and local neighborhood groups on January 26, 2024.
- Information was posted to the project Facebook ([www.facebook.com/BSBCorridor/](http://www.facebook.com/BSBCorridor/)), X (<https://twitter.com/BSBCorridor>), and Threads ([www.threads.net/@bsbcorridor](http://www.threads.net/@bsbcorridor)) accounts beginning



on January 26, 2024. Follow-up posts occurred every few days with posts occurring every day between February 19, 2024 and February 22, 2024.

- Media advisories were released on January 26, 2024 and on February 19, 2024. Several media organizations subsequently shared information about the project.
- Information was posted on the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)) and the PublicInput website for the supplemental EA ([www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)).
- Flyers were provided to impacted property owners in the Lewisburg area of Covington via email or direct mail. All other impacted property owners in the project area had already been contacted by KYTC or ODOT as part of their ongoing acquisition of right-of-way under the 2012 FONSI.

Copies of advertising materials are provided in Appendix C.

## 2.3 Public Hearings

Both in-person and virtual hearing options were offered for the BSB Corridor Project, as summarized in the following sections.

### 2.3.1 In-Person Hearings

Two in-person public hearings were held on February 20, 2024 from 12:00 pm to 3:30 pm and from 4:30 pm to 8:00 pm at the Radisson Hotel (668 West 5<sup>th</sup> Street, Covington, Kentucky). Two in-person public hearings were also held on February 21, 2024 from 12:00 pm to 3:30 pm and from 4:30 pm to 8:00 pm at Longworth Hall (700 West Pete Rose Way, Cincinnati, Ohio). Both hearing venues offered free parking, were accessible by public transit, and were accessible to persons with disabilities. Based on feedback received at open-house style project update meetings that were held in August 2023, a bicycle rack was also provided at Longworth Hall.

Attendees at the in-person public hearings included representatives from FHWA, KYTC, ODOT, the project team, local agencies, members of the public, and local media. As shown in Table 1, 313 members of the public attended the in-person public hearings, excluding representatives from FHWA, KYTC, and ODOT. Copies of sign-in sheets are included in Appendix C.

**Table 1: In-Person Public Hearing Attendance**

Public Hearing Date and Time	Public Attendance <sup>1</sup>	Media Attendance
February 20, 2024   12:00 pm to 3:30 pm	105 individuals	8 media outlets
February 20, 2024   4:30 pm to 8:00 pm	85 individuals	4 media outlets
February 21, 2024   12:00 pm to 3:30 pm	75 individuals	1 media outlet
February 21, 2024   4:30 pm to 8:00 pm	48 individuals	2 media outlets
<b>Total</b>	<b>313 individuals</b>	<b>15 media outlets</b>

1. Attendance numbers do not include representatives from FHWA, KYTC, or ODOT.



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The first hour of each in-person public hearing followed an open-house format. Attendees were invited to browse exhibits and handouts providing details about the project. Members of the project team were present to answer questions and respond to feedback. Information and displays that were available for review included:

- A project handout describing key project features, anticipated impacts, proposed mitigation measures, and proposed enhancements;
- Maps showing Refined Alternative I (Concept I-W) and environmental resources in the project area;
- Schematic maps showing the layout and number of lanes for mainline, collector-distributor, and ramp roadways;
- Maps showing existing and proposed multimodal features in the project area;
- Impact summary exhibits for public parks, historic properties, and other environmental resources;
- An exhibit showing renderings of local streets over I-75 in Ohio;
- An exhibit summarizing the mitigation measures and enhancements incorporated into the project;
- A project schedule exhibit;
- An exhibit outlining methods for commenting on the supplemental EA and providing the timeframes for submitting comments;
- Print copies of the supplemental EA with a laptop and dedicated project team member to view supplemental reports if desired;
- Print copies of ES-Table I: Environmental Resources, Impacts, Mitigation, and Enhancements Summary from the supplemental EA;
- Print copies of ES-Table II: Environmental Commitments from the supplemental EA;
- A print copy of the *Draft Individual Section 4(f) Evaluation*;
- Right-of-way plans and information, with dedicated project team members to answer questions and provide the option to view properties and impacts using Google Earth;
- A looping presentation showing multiple renderings of what the completed project might look like; and
- Blank comment forms and a table where attendees could write and submit comments.

Copies of materials and exhibits from the public hearings are provided in Appendix C.

The project advertisements provided information offering Spanish translation services upon request, and a project team member who was fluent in Spanish attended all the in-person public hearings. Spanish written comment forms were also available at the public hearings. No requests for Spanish translation services or Spanish comment forms were received.

One hour after each in-person public hearing began, the project team made a formal presentation that provided a project history and overview; summarized anticipated impacts and proposed mitigation and



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enhancement measures; and provided information about how and when to submit comments about the project. A copy of the presentation is included in Appendix C.

Following the presentation, attendees were invited to provide formal spoken comments, which were received by the KYTC and ODOT project managers. Individuals who desired to offer spoken comments were asked to register at the hearing and were provided with written copies of the ground rules for providing comments. The formal comment period was moderated by a member of the project team who outlined the ground rules, called speakers in turn, and monitored the time allocated to individual commenters. Speakers were allotted two minutes to provide comments, but individuals were allowed to speak for an additional two minutes after all registered commenters had spoken. Once all individuals who desired to make comments had spoken, the moderator concluded the formal hearing proceedings, and the open-house format reconvened until the hearing end time. The formal hearing proceedings were transcribed by a court reporter, and transcripts are included in Appendix C. Attendees were also invited to dictate comments privately to the court reporter during the open-house portions of the in-person public hearings. Photographs from the in-person public hearings are included in Appendix C.

### 2.3.2 Virtual Public Hearing

One virtual public hearing was held on February 22, 2024 from 5:30 pm to 7:00 pm. The meeting was hosted on the PublicInput website for the supplemental EA, and attendees could join via computer or phone. Speakers were not required to register for the virtual public hearing, so it was not possible to differentiate between representatives from FHWA, KYTC, and ODOT and members of the public. A total of 242 individuals viewed the virtual public hearing.

The virtual public hearing began with the same presentation that was made during the in-person hearings. Following the presentation, individuals were invited to provide formal spoken comments, which were received by the KYTC and ODOT project managers. Individuals who desired to offer spoken comments called into a dedicated phone line to enter a speaker queue. The formal comment period was moderated by a member of the project team who outlined the ground rules, called (unmuted) speakers in turn, and monitored the time allocated to individual commenters. Similar to the in-person hearings, speakers were allotted two minutes to provide comments with the option to provide additional comments after all speakers in the queue had commented. Attendees were also invited to type comments into a chat box on the PublicInput website that were recorded as written comments. The virtual public hearing continued until there were no persons left in the speaker queue and concluded around 7:10 pm. The virtual public hearing was transcribed through the website hosting software, and a copy of that transcript is provided in Appendix C.

The information and exhibits from the in-person hearings were posted to the PublicInput website the night before the virtual public hearing and remained on the website for the duration of the public comment period. A video of the virtual public hearing presentation was posted to the PublicInput and the project websites after the hearing and remained available for viewing for the duration of the public comment period.



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## 2.4 Public Comments

The public comment period for the supplemental EA began on January 26, 2024 and concluded on March 8, 2024. Public comments were accepted via the project website ([www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)), the PublicInput website for the supplemental EA ([www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)), email, direct mail, phone/voicemail, written comment forms returned at the in-person public hearings, formal spoken comments at the public hearings, informal comments dictated to the court reporter at the in-person hearings, and the PublicInput chat during the virtual public hearing. Comments were received via all of the available options. All comments, regardless of how they were provided, have been afforded equal weight in the project record.

A total of 209 public comments from 165 unique commenters were received during the comment period for the supplemental EA. General themes of the comments are listed in no particular order below:

- Project support, including for job creation and opportunities to work on the project.
- Alternatives: Rail, public transit, tolling, congestion pricing, reduced number of lanes, freeway caps, reroute trucks and/or other traffic to I-275, and do nothing.
- Environmental: Greenhouse gas emissions and climate change, air quality, stormwater management, water quality, watershed protection, threatened and endangered species impacts, and environmental commitment monitoring and public availability of data.
- Community: Environmental justice, righting past wrongs from historic interstate construction, noise and noise barriers, increased multimodal infrastructure, traffic calming, footprint reduction, reconnecting communities, creating additional developable land, creating new connections to Queensgate in Ohio, provisions for future streetcar routes, and park impacts.
- Construction: Increased traffic during construction (including in Covington), opportunities for disadvantaged business enterprises and other businesses, controlling costs and schedule, greenhouse gas emissions, and monitoring and enforcement of air quality commitments.
- Right-of-way: Property impacts (the majority of inquiries were from individuals not impacted by the project) and right-of-way status.
- Traffic: Concerns about existing traffic data, the accuracy of traffic projections, and induced traffic.
- NEPA documentation: Requests to prepare an environmental impact statement or mitigated FONSI.

Appendix B includes a detailed listing of all public comments and individual responses.

## 2.5 Public Hearing Outcomes

KYTC and ODOT considered all comments submitted during the public comment period for the supplemental EA. Based on the feedback received, KYTC and ODOT have incorporated the following refinements:

- The environmental commitment related to the design and construction of the new Ezzard Charles Drive bridge over I-75 has been expanded to not preclude potential future City of Cincinnati streetcar route expansion (see Section 5.1).



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- KYTC has committed to further evaluating the spacing between the proposed stand-alone noise walls in the vicinity of Hermes Avenue, Watkins Street, and Hinde Street during detailed design and through the Kentucky noise public involvement process (see Section 5.4).
  - The environmental commitment to implement an ambient air quality monitoring program during construction of the project has been expanded to include making monitoring and enforcement data available to the public (see Section 5.5).
  - An environmental commitment has been added to make information regarding compliance with the project’s environmental commitments publicly available at appropriate milestones during the design and construction of the project (see Section 6).
  - ODOT has committed to working with Hamilton County to schedule meetings to further discuss stormwater measures that are being developed for the project (see Section 6).

### 3. PROJECT ADVISORY COMMITTEE MEETING

[Supplemental EA Reference: [Local Agency Coordination \(5.2\)](#)]

The most recent Project Advisory Committee (PAC) meeting was held in virtual format on February 16, 2024 from 10:30 am to 11:15 am. The purpose of the meeting was to provide a preview of the public hearing content to PAC members. Invitations were sent to PAC members via email on January 25, 2024. A meeting reminder was distributed via email on February 15, 2024. Attendees at the meeting included PAC members or their designated representatives and project team personnel from FHWA, KYTC, and ODOT. The PAC meeting was open to the general public, although no members of the public attended.

The meeting began with a presentation by the KYTC and ODOT project managers. Major topics addressed in the presentation included:

- Project phasing and schedule;
- Logistics for the upcoming public hearings;
- Overview of the public hearing materials and presentation; and
- Project updates on aesthetics, the innovation period for the progressive design-build contract, and diversity & inclusion efforts.

Following the meeting, attendees were invited to offer comments and ask questions. No substantive comments or questions were received. No members of the general public attended the PAC meeting, and no public comments were received. Detailed documentation of the PAC meeting is included in Appendix D. KYTC and ODOT will continue to coordinate with the PAC to provide project updates and gather feedback during the design and construction of the project.



## 4. AGENCY COORDINATION

[Supplemental EA Reference: State and Federal Agency Coordination (5.3) and Participating and Cooperating Agencies (5.4)]

Federal, state, and local participating and cooperating agencies were notified about the publication of the supplemental EA, the process and timeframe for making comments, and public hearing details on January 26, 2024. ODOT notified federal, state, and local agencies in Ohio, and KYTC notified federal, state, and local agencies in Kentucky. Copies of the participating and cooperating agency notifications are included in Appendix C.

As shown in Table 2, five participating agencies and one cooperating agency provided comments. Appendix A includes a detailed listing of all agency comments and individual responses. KYTC and ODOT provided written responses to each participating or cooperating agency that submitted comments.

**Table 2: Participating and Cooperating Agency Comments**

Agency	Status	Comment Date
<b>Federal Agencies</b>		
U.S. Environmental Protection Agency (USEPA)	Cooperating Agency	March 5, 2024
<b>Kentucky State Agencies</b>		
Kentucky Department for Environmental Protection Division of Water and the Groundwater Section of the Watershed Management Branch Division of Enforcement Division of Waste Management	Participating Agency	February 20, 2024
<b>Ohio State Agencies</b>		
No comments received	-	-
<b>Local Agencies</b>		
Hamilton County Board of Commissioners	Participating Agency	January 25, 2024 January 31, 2024
Hamilton County Engineer	Participating Agency	January 25, 2024
City of Cincinnati	Participating Agency	March 6, 2024
City of Covington	Participating Agency	March 8, 2024

After publication of the supplemental EA, KYTC further coordinated with the City of Covington regarding the Riverfront Commons Trail and the Goebel Park Complex. Details about coordination with the City of Covington are provided in Sections 5.2 and 5.6. FHWA and KYTC also coordinated revised appraisals for the Section 6(f) conversion properties with the National Park Service (NPS). Details about the Section 6(f) coordination are provided in Section 5.7.



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## 5. PROJECT REFINEMENTS AND UPDATED INFORMATION

Project refinements and updated information have been incorporated into Refined Alternative I (Concept I-W) since the approval of the supplemental EA for public availability. The minor project refinements and updated information were developed in response to public comments received during the public comment period and based on continuing detailed design activities. These revisions do not materially change the scope, context, or intensity of the project's potential effects and do not yield any significant environmental impacts; therefore, the supplemental EA remains unchanged.

The project refinements and updated information are organized by topic heading and described in the following sections.

### 5.1 Streetcar Coordination

[Supplemental EA Reference: [Local Agency Coordination \(5.2\)](#)]

In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.

### 5.2 Riverfront Commons Trail

[Supplemental EA Reference: [Figure 8, Community Facilities \(4.1.3\)](#), and [Section 4\(f\) Properties \(4.13\)](#)]

The Riverfront Commons Trail<sup>1</sup> is a planned 20-mile continuous shared-use path along the south bank of the Ohio River linking the urban core of Northern Kentucky together through the river cities of Bromley, Ludlow, Covington, Newport, Bellevue, Dayton, Fort Thomas, and Silver Grove. The 20-mile trail system is in various stages of development, with some sections already constructed and open, some sections currently under design, and other sections that are planned. In Covington, about 1.25 miles of the Riverfront Commons Trail have been built and are open along Highway Avenue and the Ohio River levee from the end of the Ohio River floodwall near Swain Court to just east of the Roebling Bridge at Riverside Place.

In the project area, the Riverfront Commons Trail is located along the base of the north side of the Ohio River floodwall and earthen levee and passes under the existing BSB. The trail provides pedestrian and bicycle access to Covington neighborhoods as well as local hotels, retail sites, and dining and entertainment establishments. There are no trail access points within the immediate project area. The Riverfront Commons Trail is free and open to the public, and it serves both transportation and recreational purposes. The location of the Riverfront Commons Trail is shown in Figure 1, which is an updated version of Figure 8 from the supplemental EA.

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<sup>1</sup> [Riverfront Commons](#). Southbank Partners. Accessed March 14, 2024.



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The Riverfront Commons Trail is being developed by Southbank Partners, a non-profit regional economic development organization. The sections of the trail within the City of Covington are being built, constructed, and maintained by the City of Covington. The section of the trail in the project area is located on land owned by the City of Covington, and the completed trail is maintained by the City. The City of Covington is the official with jurisdiction over the Riverfront Commons Trail within the project limits.

The new companion bridge will be constructed over the Riverfront Commons Trail. The land use impacts described in Section 4.1.1 of the supplemental EA include the acquisition of approximately 1.3 acres of permanent right-of-way from the City of Covington to construct the new companion bridge. Based on updated information since the supplemental EA was approved for public availability, KYTC has committed to granting a permanent easement to the City of Covington to allow for the continued operation and maintenance of the Riverfront Commons Trail. Preliminary design activities indicate that access to the trail can be maintained throughout construction of Refined Alternative I (Concept I-W). The trail already passes under the existing BSB and three other Ohio River bridges in Covington. The minor visual and other proximity effects due to the construction of the new companion bridge will not cause a substantial impairment or constitute a Section 4(f) constructive use.<sup>1</sup> Environmental commitments incorporated into the project will require the contractor to coordinate construction activities with KYTC and the City of Covington to maintain trail operations and to install protective measures to provide safe passage for pedestrians and bicyclists utilizing the Riverfront Commons Trail through the project work zone prior to beginning any construction activities over the trail. KYTC coordinated the environmental commitments related to the Riverfront Commons Trail with the City of Covington on March 25, 2024 (see Appendix E).

As currently planned, the project will not result in a Section 4(f) use of the Riverfront Commons Trail. However, any temporary closures, occupancy, or detours of the Riverfront Commons Trail, should they be determined as necessary during detailed design, will require additional coordination with the City of Covington and approvals by KYTC and FHWA to ensure that no adverse effects or interference will occur to the trail or its use.<sup>2</sup>

### 5.3 Pedestrian and Bicycle

[Supplemental EA Reference: [Travel Patterns and Access \(4.1.4\)](#) and [Figure 10](#)]

Based on public comments provided by a resident, KYTC and ODOT determined that an existing sidewalk trail in Covington and outside of the limits of the BSB Corridor Project was incorrectly shown on the existing and proposed multimodal features exhibit at the public hearings. There exists no sidewalk trail connecting the Riverfront Commons Trail and the Goebel Park Complex (generally located along Bakewell Street), and any reference to such a sidewalk trail thus has been removed from the exhibit. Figure 2, which is an updated version of Figure 10 from the supplemental EA, correctly shows the locations of existing and proposed multimodal facilities in the areas surrounding the BSB Corridor Project.

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<sup>1</sup> Bridging over Section 4(f) properties is described in FHWA's [Section 4\(f\) Policy Paper](#), Question 28B. Constructive use is described in 23 CFR § 774.15.

<sup>2</sup> 23 CFR § 774.13(d) and (f)



Figure 1: Refined Alternative I (Concept I-W) - Sheet 1 of 8

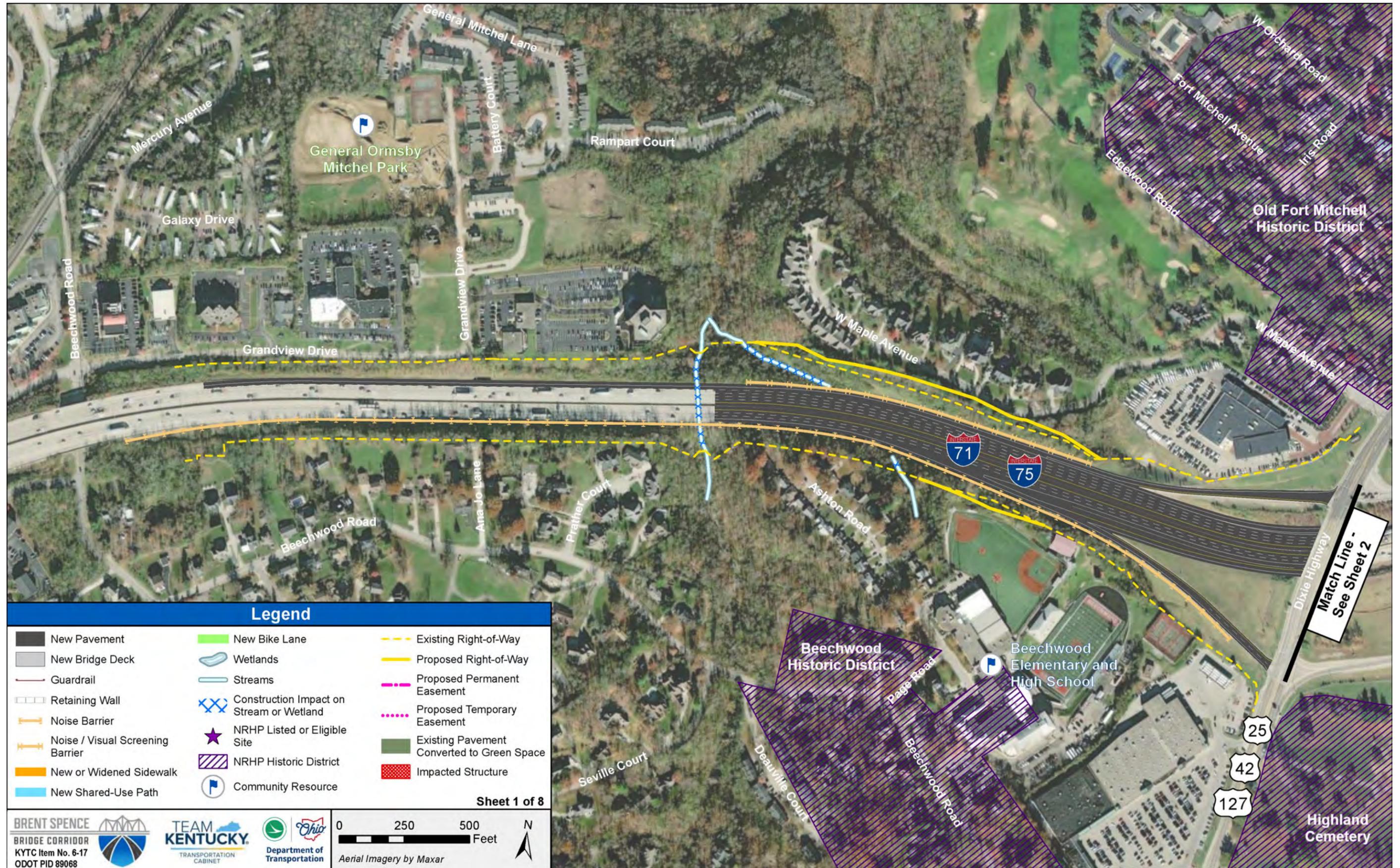


Figure 1: Refined Alternative I (Concept I-W) - Sheet 2 of 8

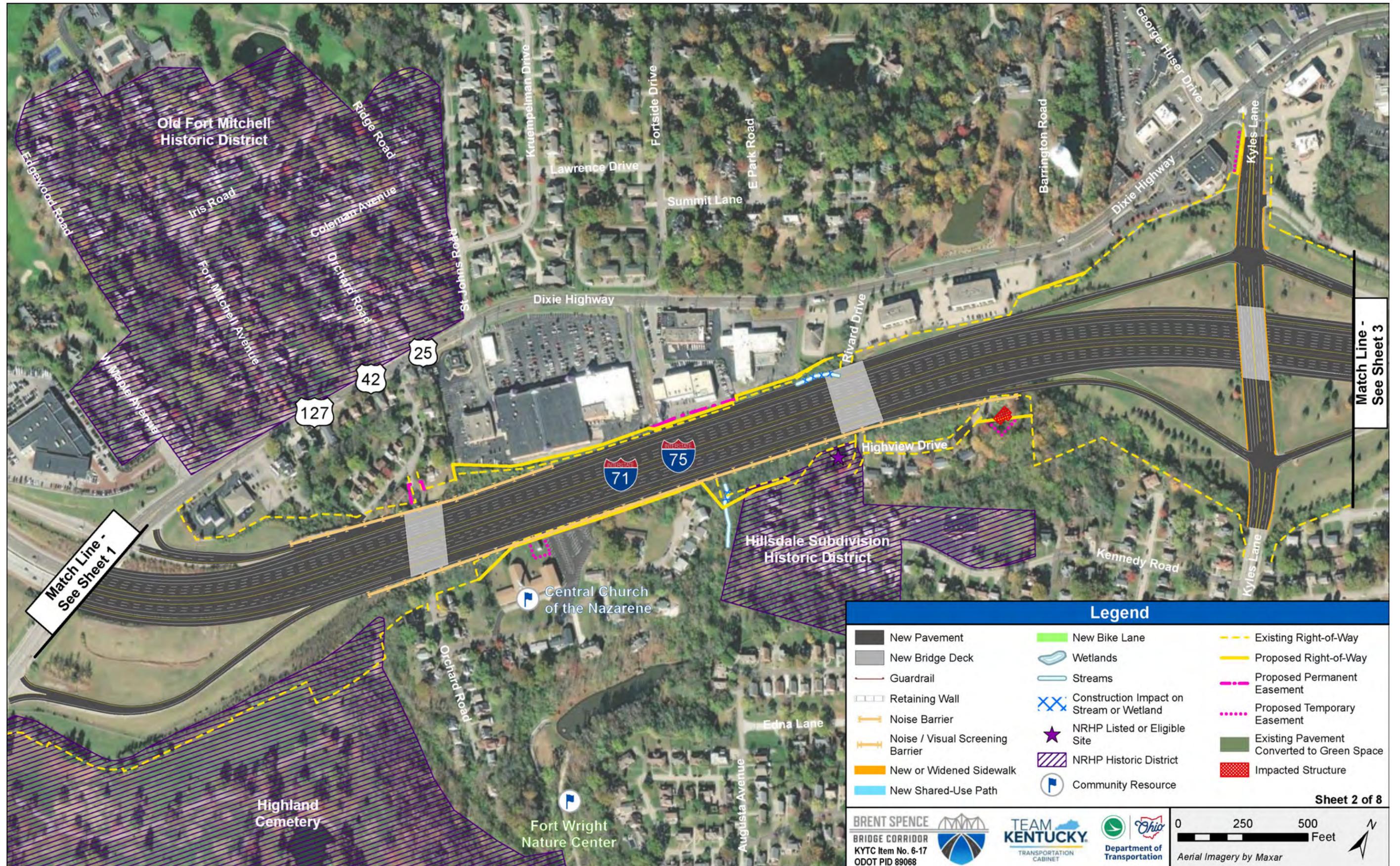


Figure 1: Refined Alternative I (Concept I-W) - Sheet 3 of 8

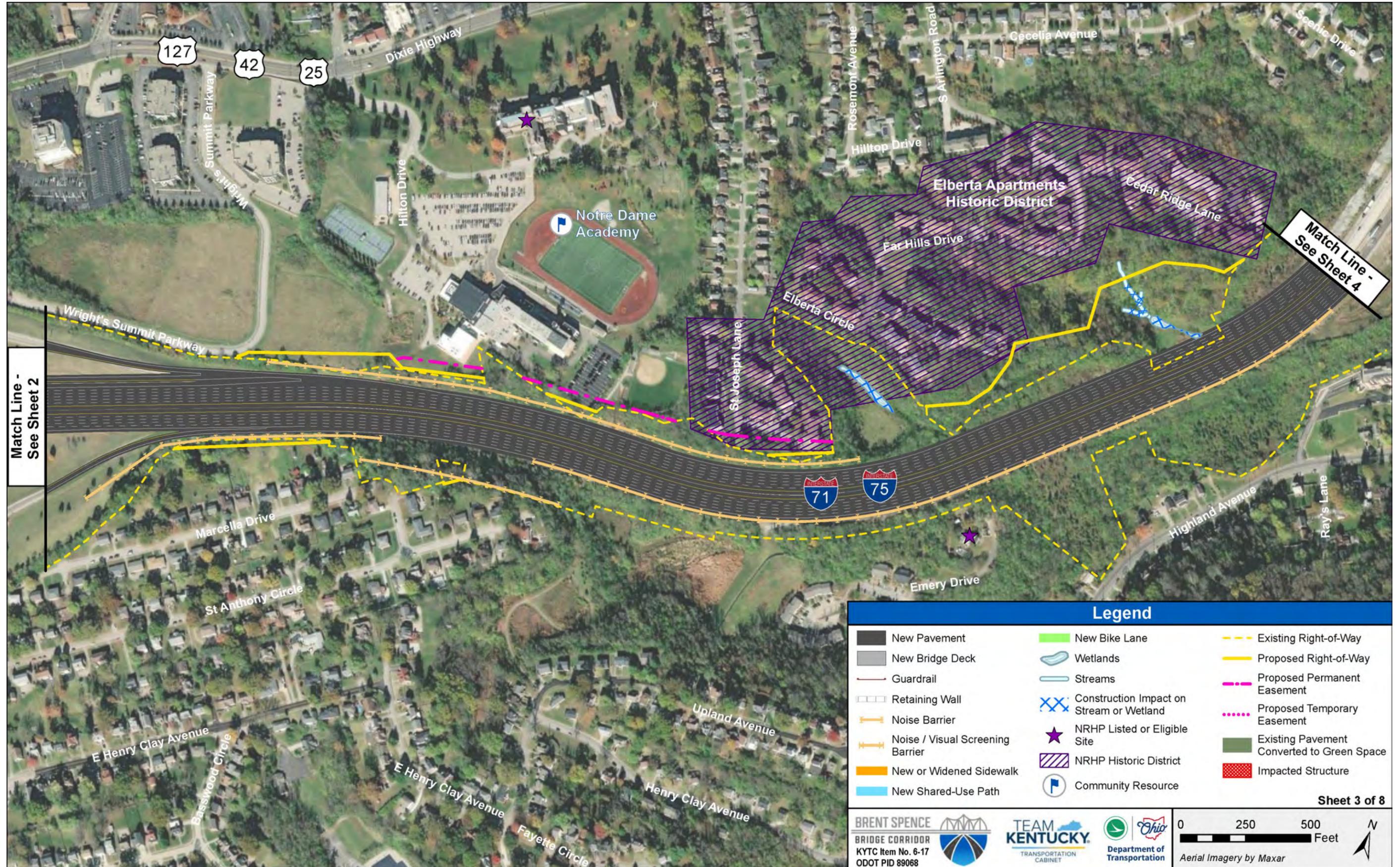


Figure 1: Refined Alternative I (Concept I-W) - Sheet 4 of 8

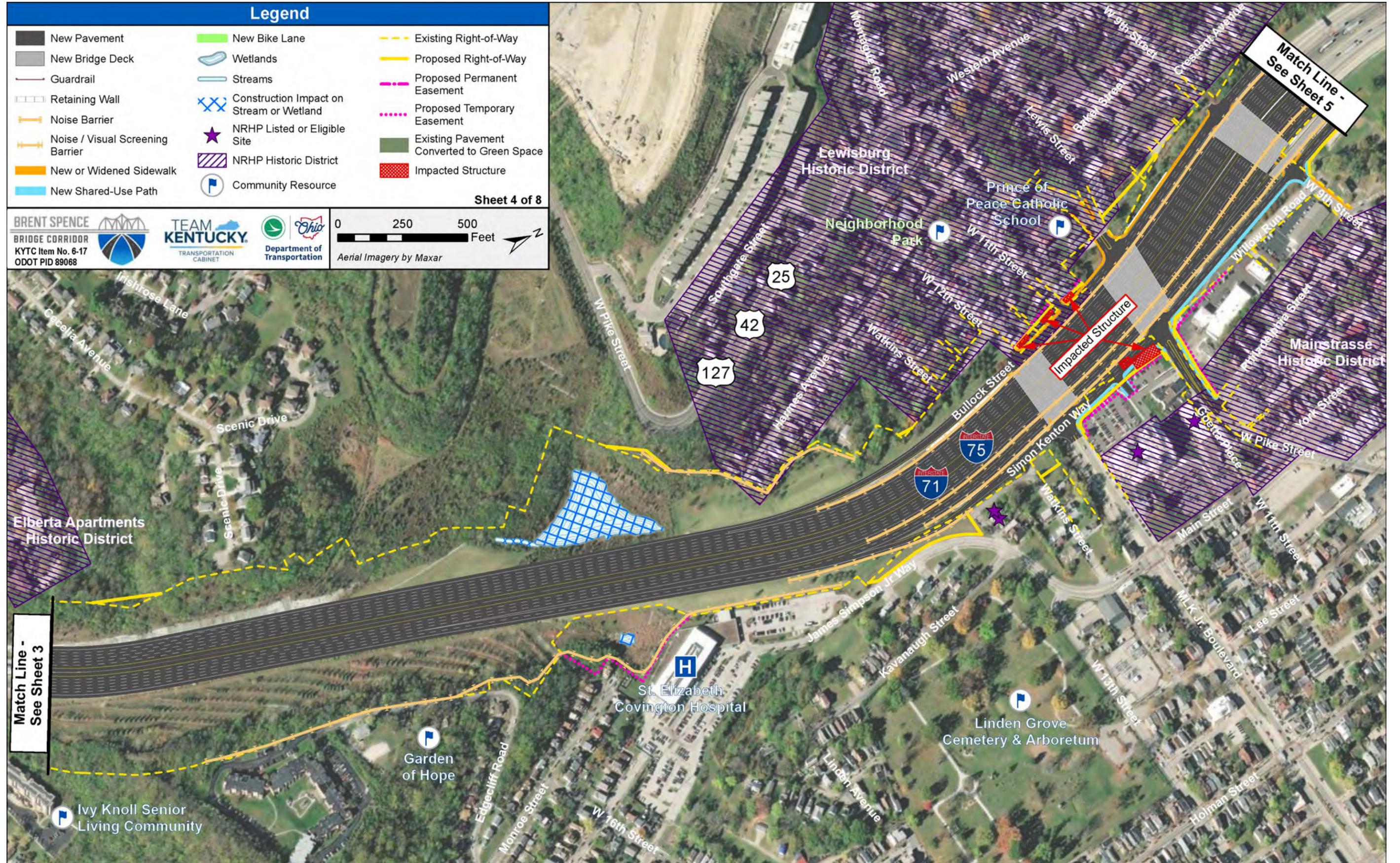


Figure 1: Refined Alternative I (Concept I-W) - Sheet 5 of 8



Figure 1: Refined Alternative I (Concept I-W) - Sheet 6 of 8

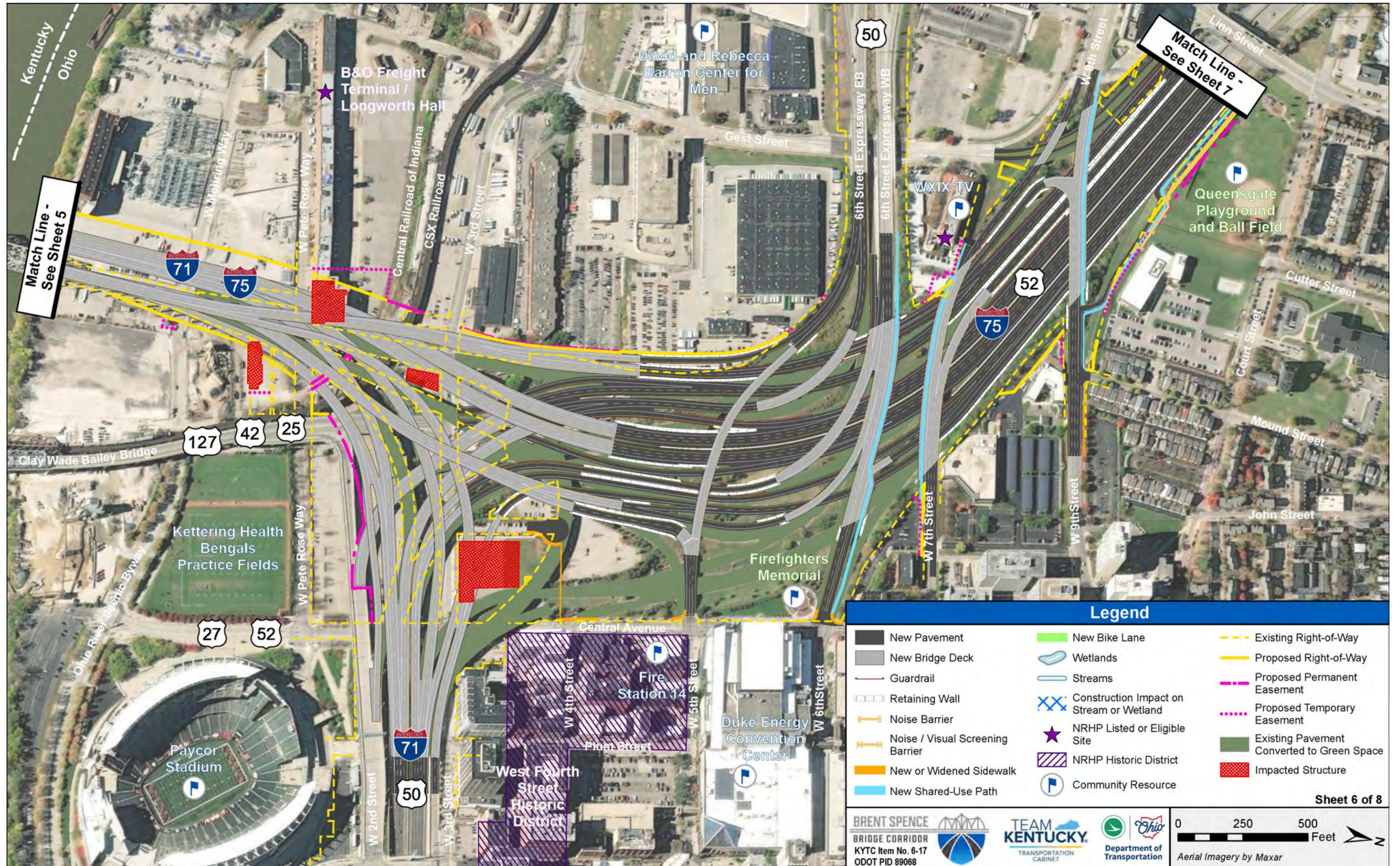


Figure 1: Refined Alternative I (Concept I-W) - Sheet 7 of 8

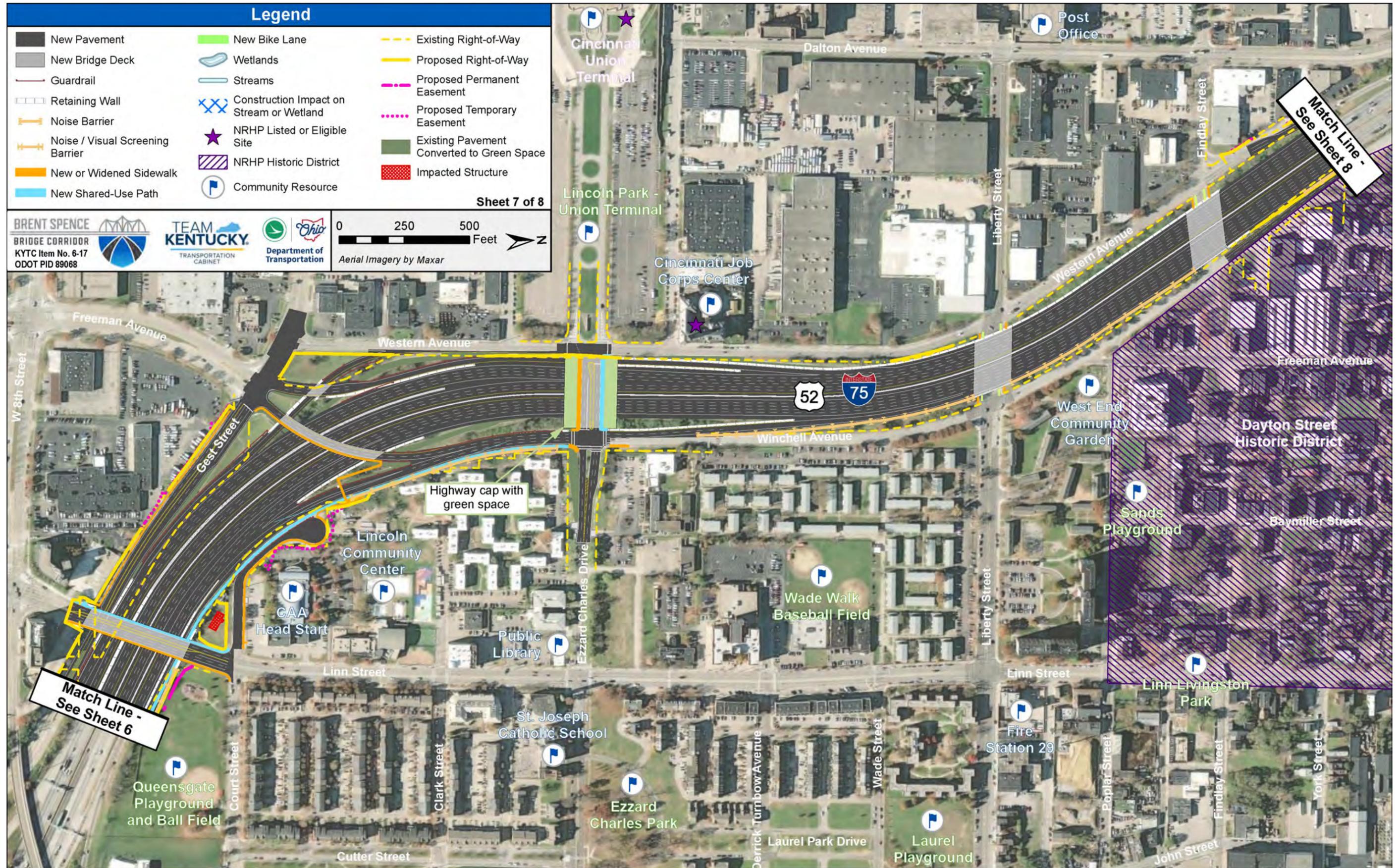




Figure 2: Refined Alternative I (Concept I-W) Multimodal Facilities - Sheet 1 of 5



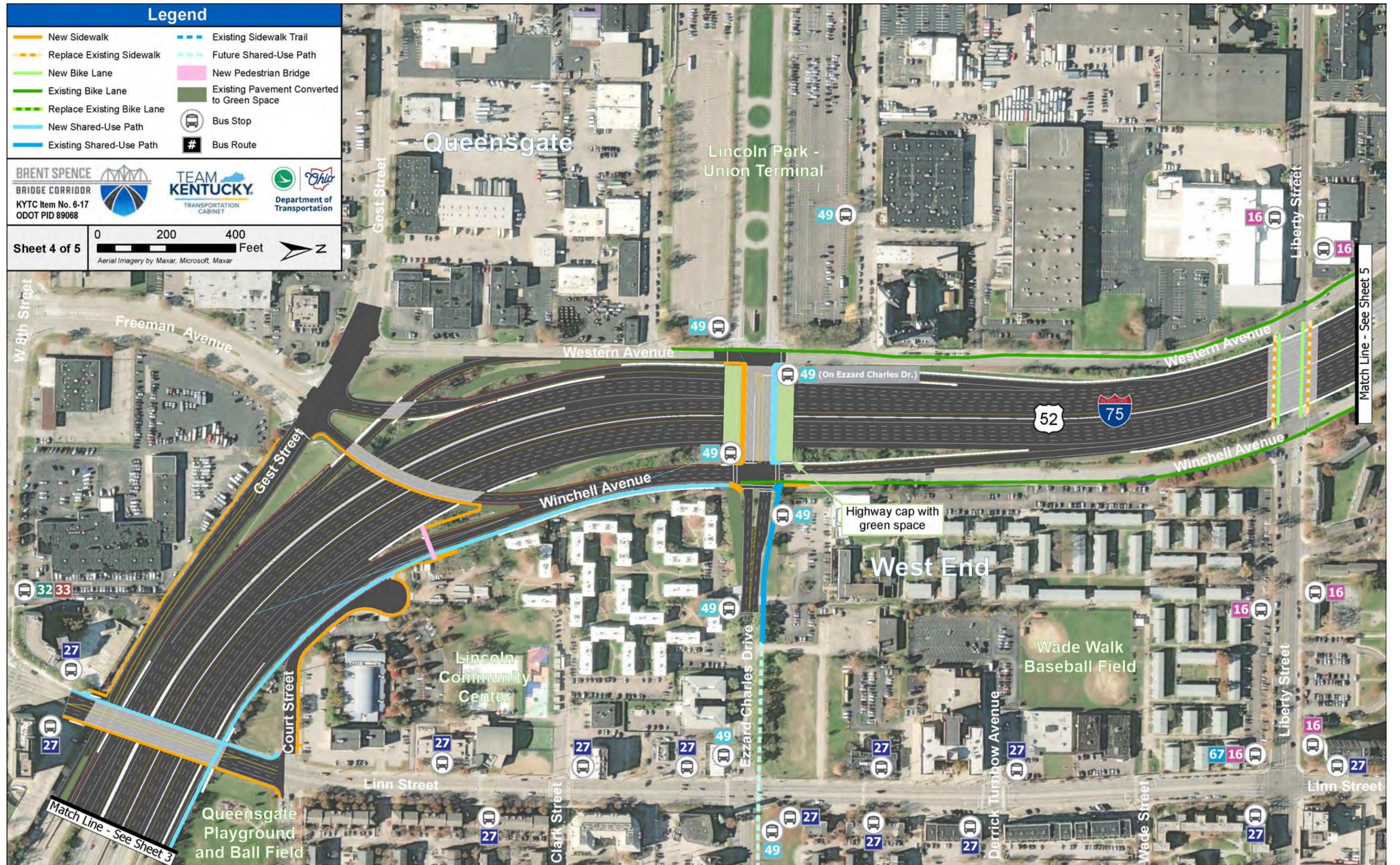
Figure 2: Refined Alternative I (Concept I-W) Multimodal Facilities - Sheet 2 of 5



Figure 2: Refined Alternative I (Concept I-W) Multimodal Facilities - Sheet 3 of 5



Figure 2: Refined Alternative I (Concept I-W) Multimodal Facilities - Sheet 4 of 5





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## 5.4 Noise

[Supplemental EA Reference: Noise - Kentucky (4.8.1)]

During the comment period for the supplemental EA, an individual expressed concerns that the layout of the proposed noise barrier in the Lewisburg area would allow sound generated by interstate traffic to reflect into residential areas in the vicinity of Hermes Avenue, Watkins Street, and Hinde Street. In response to this comment, KYTC has committed to further evaluating the spacing between the proposed stand-alone noise walls in the vicinity of Hermes Avenue, Watkins Street, and Hinde Street during detailed design and through the Kentucky noise public involvement process. These stand-alone noise walls are included in the proposed noise barrier for southbound I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue.

## 5.5 Construction Impacts

[Supplemental EA Reference: Construction Impacts (4.11)]

In response to comments received during the public availability of the supplemental EA, KYTC and ODOT have committed to making monitoring and enforcement data from the project's construction ambient air quality monitoring program available to the public. Details about how the data will be made publicly available will be included in a plan to be developed by the contractors and approved by KYTC and ODOT during detailed design. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.

## 5.6 Goebel Park Complex

[Supplemental EA Reference: Section 4(f) Properties - Goebel Park Complex (4.13.3)]

The public was provided the opportunity to comment on the impacts to the Goebel Park Complex during the comment period for the supplemental EA. During that time, fourteen individuals or groups provided comments related to the Goebel Park Complex or park impacts in general. The comments generally expressed concerns about the net loss of park acreage or offered suggestions to reduce impacts or provide additional replacement land. Other topics raised in the comments included concerns about the removal of the basketball courts; the desire to increase the funding provided by KYTC to mitigate proximity impacts to the outdoor pool; clarification about impacts to the complex or the surrounding area; and support for the measures to minimize impacts on the complex. After the conclusion of the public comment period, KYTC forwarded the public comments related to the Goebel Park Complex to the City of Covington for their consideration.

The proposed minimization and mitigation measures for the Goebel Park Complex have not changed since the supplemental EA was approved for public availability. In a letter dated March 14, 2024, FHWA stated that it intends to determine that the BSB Corridor Project, including the KYTC committed mitigations, will have a *de minimis* impact on the Goebel Park Complex, as defined by 23 CFR 774.17. FHWA requested written concurrence that the project will not adversely affect the activities, features, or attributes that make the Goebel Park Complex eligible for Section 4(f) protection. KYTC concurred with these findings on March 14, 2024, and



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the City of Covington concurred on March 28, 2024. Copies of the coordination documents for the Goebel Park Complex, including the full list of public comments related to the complex, are provided in Appendix E.

Portions of the Goebel Park Complex, including those to be acquired by the project, provide flood storage during times when the Ohio River is at flood stage. As described in Section 5.8, as part of project-wide efforts, KYTC will evaluate impacts to and potential mitigation measures for flood storage capacity in the project area as the project moves through detailed design and the United States Army Corps of Engineers (USACE) Section 408 permission process.

## 5.7 Section 6(f) Properties

[Supplemental EA Reference: [Section 6\(f\) Properties – Replacement Property \(4.14.6\)](#)]

Section 6(f) requires that permanent conversions of protected properties provide replacement property of at least equal fair market value and reasonably equivalent usefulness and location as the portion of the Section 6(f) property to be converted. To address these requirements, the acquisition of an estimated 2.84 acres of flood-prone park property from the southwest corner of the Goebel Park Complex will be mitigated and replaced with an estimated 2.23 acres of state-owned property adjacent to the northwest corner of the complex that is at a higher elevation than the 2.84 acres being converted and not prone to flooding. The replacement property is currently occupied by the northbound I-71/I-75 exit ramp to West 5<sup>th</sup> Street. Refined Alternative I (Concept I-W) will relocate the ramp closer to the highway, creating excess land that will be vacated by the project and incorporated into the Goebel Park Complex.

Appraisals for the 2.84 acres of impacted land and the 2.23 acres of replacement property were updated after the supplemental EA was approved for public availability. The impacted land and replacement land were appraised based on their highest and best use in accordance with applicable standards for Section 6(f) appraisals. The area to be acquired has an appraised value of \$1,075,000, and the replacement property has an appraised value of \$1,440,000. On November 16, 2023, NPS provided a signed amendment to the project agreement (NPS Project No. 21-00541.1) approving the conversion for the Goebel Park Complex. NPS accepted the updated appraisals for the impacted land and the replacement property on February 12, 2024. No changes to the signed amendment to the project agreement (NPS Project No. 21-00541.1) were required as a result of the updated appraisals. NPS coordination documents are included in Appendix F.

## 5.8 Permits

[Supplemental EA Reference: [Floodplains \(4.2.5\)](#) and [Permits \(4.15\)](#)]

Additional design activities that have occurred since the supplemental EA was approved for public availability determined that areas to be acquired by the project in Kentucky provide flood storage during times when the Ohio River is at flood stage. These flood storage areas work in conjunction with the Ohio River levee, floodwall, and pump station, which were constructed as part of a USACE Civil Works project. Impacts to Civil Works projects are regulated by USACE under Section 14 of the Rivers and Harbors Act of 1899, which is codified in



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Title 33 of the United States Code (USC) section 408, and require a Section 408 permission to alter federally authorized Civil Works projects.

Refined Alternative I (Concept I-W) does not include land acquisition solely for flood storage, and the project does not currently include construction of flood storage areas. After the design-build team has developed the project to a sufficient level of design detail, KYTC will coordinate impacts to and potential mitigation measures for flood storage capacity in the Kentucky portions of the project area during the USACE Section 408 permission process.

The supplemental EA states in Section 4.2.5 that Refined Alternative I (Concept I-W) may require a pier to be constructed in or near the existing levee depending on the final bridge type and span configuration. Based on additional design activities that have occurred since the publication of the supplemental EA, piers will not be constructed in or near the existing levee, and permanent impacts to the Ohio River levee are not anticipated.

## 6. ONGOING PUBLIC AND STAKEHOLDER INVOLVEMENT

[Supplemental EA Reference: [Ongoing Public and Stakeholder Involvement \(5.6\)](#)]

In response to comments received during the public availability of the supplemental EA, KYTC and ODOT have committed to additional public and stakeholder involvement activities. These activities are in addition to the ongoing public and stakeholder involvement listed in Section 5.6 of the supplemental EA and are described below:

- KYTC and ODOT have committed to making information regarding compliance with the project's environmental commitments publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.
- During construction, KYTC and ODOT have committed to making monitoring and enforcement data from the ambient air quality monitoring program available to the public. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.
- ODOT has committed to working with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with the Metropolitan Sewer District of Greater Cincinnati (MSD). ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and project development portions of the Phase III progressive design-build project.



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## 7. ENVIRONMENTAL COMMITMENTS DISCUSSION

[Supplemental EA Reference: Environmental Commitments Discussion (6.) and ES-Table II]

All of the environmental commitments listed in ES-Table II of the supplemental EA remain applicable to the project. In response to comments received during the public comment period for the supplemental EA, some of the environmental commitments have been modified, and additional commitments have been incorporated. The environmental commitments that have been modified since the approval of the supplemental EA for public availability are listed below. Additional information about how each commitment has been modified is provided in blue text below the commitment. Environmental commitments that are not detailed below remain unchanged from what was presented in ES-Table II of the supplemental EA. A complete, updated list of environmental commitments for the BSB Corridor Project is included in ES-Table II of the revised supplemental EA.

23. In accordance with the KYTC *Noise Analysis and Abatement Policy*, a noise abatement public meeting and surveys will be conducted with benefited receptors at the following locations where noise and noise/visual screening barriers are proposed in Kentucky:
- a. Northbound (NB) I-71/I-75 from Beechwood Road to Dixie Highway.
  - b. NB I-71/I-75 from Dixie Highway to Kyles Lane.
  - c. NB I-71/I-75 from Kyles Lane to the Ivy Knoll Senior Living Community.
  - d. NB I-71/I-75 from south of Edgecliff Road to Pike Street.
  - e. NB I-71/I-75 from Pike Street to West 4<sup>th</sup> Street.
  - f. Southbound (SB) I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue.
  - g. SB I-71/I-75 from north of St. Joseph Lane to Kyles Lane.
  - h. SB I-71/I-75 north of Dixie Highway.
  - i. SB I-71/I-75 from Dixie Highway to south of West Maple Avenue.

KYTC will further evaluate the spacing between the proposed stand-alone noise walls in the vicinity of Hermes Avenue, Watkins Street, and Hinde Street (included in the proposed noise barrier for SB I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue) during detailed design and through the noise public involvement process.

*This commitment was included in the supplemental EA (23). The underlined portion was added in response to public comments.*



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32. The following measures will be implemented to minimize and mitigate temporary construction impacts:

- aa. Contractors will develop and implement an outdoor ambient air quality monitoring program during construction for the following sensitive areas:
  - i. In the vicinity of Beechwood Elementary and High School in Fort Mitchell, Kentucky.
  - ii. In the vicinity of Notre Dame Academy in Fort Wright and Park Hills, Kentucky.
  - iii. East and west of I-71/I-75 between Edgecliff Road and West 5<sup>th</sup> Street in Covington, Kentucky.
  - iv. East and west of I-75 between 9<sup>th</sup> Street and Findlay Street in Cincinnati, Ohio.

The program will be overseen by KYTC and ODOT. Contractors will develop and implement a plan to be approved by KYTC and ODOT that identifies locations, times, and durations of air quality monitoring and protocols to address any exceedances of the National Ambient Air Quality Standards (NAAQS) should they be observed, including procedures for determining whether any exceedances are caused by project-created emissions or other emission sources. Locations, times, and durations for air quality monitoring will be determined during final design; in consideration of land uses, non-project sources of emissions, and construction phasing; and in consultation with the city in which the monitoring will occur. The plan will define a program for background particulate monitoring to establish and routinely verify baseline levels prior to the commencement of active construction in the vicinity of any monitoring location. During active construction in the vicinity of any monitoring location, real-time particulate matter data will be collected at an interval to be established in the ambient air quality monitoring plan (for example, measures every 10 seconds and logged in 15-minute periods). Particulate matter data will be time-weighted over 24 hours for comparison to the NAAQS. If the data show that air quality levels are approaching a concern level (to be established in the monitoring plan) that may result in an exceedance of the 24-hour NAAQS for PM<sub>2.5</sub>, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM<sub>2.5</sub>, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected.

The plan will define and implement a program for making project air monitoring and enforcement data available to the public. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.

*This commitment was included in the supplemental EA (32.aa). The underlined portion was added in response to public comments.*



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49. ODOT will build a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction.

ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion.

*This commitment was included in the supplemental EA (49). The underlined portion was added in response to public comments.*

57. The contractor will be required to coordinate construction activities with KYTC and the City of Covington to maintain trail operations and to install protective measures to provide safe passage for pedestrians and bicyclists utilizing the Riverfront Commons Trail through the project work zone prior to beginning any construction activities over the trail.

*This commitment was added based on project updates since the supplemental EA was approved for public availability.*

58. Any temporary closures, occupancy, or detours of the Riverfront Commons Trail will require additional coordination with the City of Covington and approvals by KYTC and FHWA to ensure that no adverse effects or interference will occur to the trail or its use.

*This commitment was added based on project updates since the supplemental EA was approved for public availability.*

59. KYTC will grant a permanent easement to the City of Covington to allow for the continued operation and maintenance of the Riverfront Commons Trail.

*This commitment was added based on project updates since the supplemental EA was approved for public availability.*

60. KYTC will evaluate impacts to and potential mitigation measures for flood storage capacity in the Kentucky portions of the project area as the project moves through detailed design and the United States Army Corps of Engineers (USACE) Section 408 permission process.

*This commitment was added based on design activities that have occurred since the supplemental EA was approved for public availability.*



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61. Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts. At a minimum, information will be shared with the public through project website updates, social media, e-newsletters, and the Project Advisory Committee.

*This commitment was added in response to public comments.*

62. ODOT will work with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with the Metropolitan Sewer District of Greater Cincinnati (MSD). ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and project development portions of the Phase III progressive design-build project.

*This commitment was added based on comments provided by Hamilton County.*



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# Appendix A: Agency Comments and Responses



## Agency Comments and Responses

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-1	Hamilton County Board of Commissioners and Hamilton County Engineer	A-1-1	<p>01/25/2024 - As you know, the Hamilton County Board of County Commissioners ("County") supports the implementation of the Brent Spence Bridge Corridor Project ("Project"). As you may further know, the County has a vested interest in preserving and improving water quality. To uphold its obligations, the County is requesting your continued commitment to ensuring proper stormwater management for the Project.</p> <p>The 2012 Mitigated Finding of No Significant Impact for the Project ("Mitigated FONSI") outlined several environmental commitments that must be fulfilled to meet the conditions of federal agency approval. These commitments include mitigating potential water quality impacts by implementing best management practices for stormwater management and participating with the County to discuss, investigate, and evaluate mutually beneficial arrangements.</p> <p>The Project is in Cincinnati's hardened urban setting, which is particularly sensitive to water quality and quantity impacts. This makes it even more crucial that all stakeholders work together to ensure the effectiveness of these environmental commitments.</p> <p>The County seeks to meet at appropriate intervals with ODOT to discuss storm water management for the Project. I hope you agree, and I look forward to the opportunity to explore the ways in which we can work together to achieve our shared goals.</p>	<p>ODOT and KYTC appreciate the Hamilton County Board of Commissioners' support for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>Since 2012, ODOT has held multiple coordination meetings with the Metropolitan Sewer District of Greater Cincinnati (MSD) and the Ohio Environmental Protection Agency (OEPA) to discuss stormwater. These coordination meetings were conducted in accordance with the environmental commitments in the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), have informed the impact analysis that is presented in the supplemental EA, and have further defined the proposed drainage design for the project.</p> <p>The supplemental EA includes the following environmental commitment related to stormwater: "The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with MSD to build infrastructure to drain directly to Mill Creek and/or the Ohio River. Vegetated options for stormwater best management practices (BMPs) will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off site mitigation. ODOT will continue to coordinate off-site mitigation measures with OEPA as each project phase progresses through detailed design."</p> <p>Points of contact for Hamilton County have already been established through its membership on the BSB Corridor Project Advisory Committee and its status as a participating agency during the environmental process. As part of its commitment to ongoing coordination with local agencies, ODOT will work with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with MSD.</p>	<p>Utilities (4.12.1)</p> <p>Ongoing Public and Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-1 (cont.)	Hamilton County Board of Commissioners and Hamilton County Engineer (cont.)	A-1-1 (cont.)	(cont.)	(cont.) ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and project development portions of the Phase III progressive design-build project.  The 2012 FONSI was not a mitigated FONSI.	(cont.)
A-2	Hamilton County Board of Commissioners	A-2-1	01/31/2024 - Comment consisted of a copy of a <i>Resolution of the Hamilton County Board of County Commissioners Advocating for the Continued Improvements in the Brent Spence Bridge Corridor Project During the Progressive Design-Build Process</i> . The resolution is dated June 15, 2023.	Receipt of the resolution dated January 15, 2023 is acknowledged. Individual responses to each section of the resolution are provided below.	N/A
		A-2-2	Be it resolved by the Hamilton County Board of County Commissioners [on June 15, 2023]: Section 1. That the Board of County Commissioners ("Board") hereby expresses its support for assessing all options to reclaim additional land for community and economic purposes throughout the BSBC; and that the Board further encourages the Administration and the County Engineer, through their respective interactions and communications with FHWA and ODOT, to advocate for improvements throughout the existing progressive design-build process that could further reduce the width of the total needed project right-of-way, streamline and reduce the footprint of downtown entry/exit points, enhance existing pedestrian and bicycle access and safety, minimize the impact on the County's air, water, and land resources, especially to the broader sewer and stormwater system, and potentially restore additional developable land or greenspaces for public use.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked with local municipalities to incorporate several refinements to provide additional community benefits, including reducing the project footprint, improving multimodal access and connectivity, separating interstate stormwater runoff from existing combined sewer systems, and freeing up land in the project area for potential future development and/or public space. KYTC and ODOT have also worked to avoid, minimize, and mitigate the environmental impacts of the project.  Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.	Purpose and Need (2.) Future Design Refinements (3.7) Public Comment Outcomes (5.1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-2 (cont.)	Hamilton County Board of Commissioners (cont.)	A-2-2 (cont.)	(cont.) This includes reviewing and considering various innovative concepts submitted to ODOT while either maintaining or reducing the current timelines, budget, and construction schedules.	(cont.) The following design-build contract objectives align with the considerations listed in the commissioners' resolution and will be considered during the evaluation of innovation concepts: <ul style="list-style-type: none"> <li>- Building the project with a context sensitive design that fits within the community;</li> <li>- Maximizing the public investment in the project by minimizing the footprint;</li> <li>- Minimizing the footprint of the interstate system to maximize potential developable space;</li> <li>- Improving neighborhood connectivity across the interstate;</li> <li>- Achieving effective project delivery;</li> <li>- Minimizing physical intrusion and impact;</li> <li>- Creating best environmental outcomes; and</li> <li>- Designing for sustained quality of life.</li> </ul>	(cont.)
		A-2-3	Section 2. That the Board hereby directs the Administration and encourages the County Engineer to continue to advance these concepts through a cooperative approach with ODOT, while supporting and encouraging efforts to explore the feasibility of additional proposals.	When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as Hamilton County, and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for collecting feedback from various entities within their respective organizations as part of their review and comment process. This coordination is expected to occur during the proof-of-concept portion of the Phase III progressive design-build contract.	Future Design Refinements (3.7) Ongoing Public and Stakeholder Involvement (5.6)
		A-2-4	Section 3. That the Board hereby supports efforts to ensure inclusion and equity in all phases of the project including design, construction, and workforce.	During the progressive design-build contract (Phase III of the BSB Corridor Project), KYTC and ODOT will establish separate goals for disadvantaged business enterprise (DBE) participation in both the design and construction portions of the contract. KYTC and ODOT will also develop an on-the-job training program to offer equal opportunity for the training of minorities, women, and disadvantaged persons to advance their skills toward journeyman status in the highway construction trades. In addition, KYTC and ODOT will create a workforce development plan to assist candidates seeking employment in the transportation industry or on related infrastructure projects.	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-2 (cont.)	Hamilton County Board of Commissioners (cont.)	A-2-4 (cont.)	(cont.)	(cont.)  In support of the initiatives described above, KYTC and ODOT have formed a BSB Corridor Project Diversity & Inclusion Outreach Committee, which allows local practitioners and leaders to provide input about promoting diversity and inclusion as part of the Phase III contract. For the Phase III progressive design-build contract, KYTC, ODOT, and the design-build team will regularly engage with the BSB Corridor Project Diversity & Inclusion Outreach Committee to provide updates on the Diversity, Inclusion, and Outreach Plan, with a specific focus on contract requirements such as commercially useful function and wages; goal attainment for DBE participation and on-the-job training opportunities; and workforce diversity requirements.	(cont.)
		A-2-5	Section 4. That the Board requests that the Administration, in coordination with ODOT and the Hamilton County Engineer, provide a report to the Board on the outcome of ODOT's evaluation of external proposals and any other public comments submitted for the BSBC Project. This report should include information that could assist the County in achieving the above-stated goals.	When KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the rationale for the decision.  Responses to public comments received for the BSB Corridor Project during the preparation of the supplemental EA are posted to the project website: <a href="https://brentspencebridgecorridor.com/public-involvement-and-comments/">https://brentspencebridgecorridor.com/public-involvement-and-comments/</a> . KYTC and ODOT will respond in writing to all comments received during the public availability of the supplemental EA, including from public hearings scheduled during that time. Once finalized, the responses to comments will be made publicly available.	Public Hearings (5.5)  Ongoing Public and Stakeholder Involvement (5.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3	Kentucky Energy and Environment Cabinet	A-3-1	02/20/2024 - The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies. We received your letter requesting an environmental review for this project. We have reviewed the document and provided comments below.	Receipt of the Kentucky state clearinghouse review comments is acknowledged. Responses to comments from various state agencies are provided below.	State and Federal Agency Coordination (5.3)  Participating & Cooperating Agencies (5.4)
		A-3-2	<p>02/20/2024 - Division of Water: The water supply section has the following comments on the proposed project: The proposed project will impact Source Water Protection (SWP) Zone 2 for Louisville Water Company (KY0560258) and Zone 3 for Northern Kentucky Water District (KY0590220). SWP zones are based on potential time of travel of a contaminant to the drinking water intake and are defined as follows: Zone 1 (Critical Zone/Less than 1 hour Time of Travel); Zone 2 (Zone of Responsibility/1 hour to 5 hour Time of Travel) Zone 3 (Zone of Potential Impact/2.5 to 12.5 hour Time of Travel).</p> <p>Surface Water Protection should include best management practices or BMP's that prevent, reduce, or eliminate storm water runoff, soil erosion, and movement of nutrients, bacteria, and contaminants into unprotected waterways that may pose threats to public drinking water supplies. It should also include contingency planning strategies if protective measures fail or accidents and/or disasters occur and emergency response planning for water supply contamination or service interruption. Examples can be referenced here:  <a href="https://www.epa.gov/sourcewaterprotection/source-water-protection-practices">https://www.epa.gov/sourcewaterprotection/source-water-protection-practices</a> or  <a href="https://eec.ky.gov/Environmental-Protection/Water/Protection/Pages/SWP.aspx">https://eec.ky.gov/Environmental-Protection/Water/Protection/Pages/SWP.aspx</a></p>	<p>The project includes environmental commitments that require the resident engineer and contractor to develop best management practices (BMPs) prior to onsite activities to ensure continuous erosion control to protect water quality throughout the construction and post-construction period, which will help to prevent, reduce, or eliminate stormwater runoff, soil erosion, and movement of nutrients, bacteria, and contaminants into unprotected waterways that may pose threats to public drinking water supplies.</p> <p>In addition, the project includes an environmental commitment that requires the preparation of a Spill Prevention Control and Countermeasures Plan that is acceptable to KYTC, ODOT, and the Kentucky Department for Environmental Protection (DEP). This plan will define, at minimum, protocols for the managing, handling, and disposing of oil spills, including contact with emergency response personnel, safety data sheets, and copies of agreements with agencies that would be part of a spill-response effort. The plan will also outline communication protocols to ensure proper and timely notification of nearby public drinking water supplies in the event of a spill, including the source water protection zones for the Louisville Water Company (KY0560258) and the Northern Kentucky Water District (KY0590220).</p>	Drinking Water (4.2.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3 (cont.)	Kentucky Energy and Environment Cabinet (cont.)	A-3-3	02/20/2024 - Kentucky Transportation Cabinet is exempt from state stream construction permitting for highway projects, but must self-enforce to meet all FEMA requirements. Local floodplain permitting is still required. See <a href="https://eec.ky.gov/Environmental-Protection/Water/FloodDrought/Documents/FloodplainCoordinatorsList.pdf">https://eec.ky.gov/Environmental-Protection/Water/FloodDrought/Documents/FloodplainCoordinatorsList.pdf</a> for local floodplain coordinators.	The project includes environmental commitments to obtain floodplain/floodway permits before construction activities impacting floodplains/floodways occur – floodplain permits from the City of Cincinnati and the City of Covington and a Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) for regulated floodways.	Permits (4.15)
		A-3-4	02/20/2024 - This project will require a water quality certification from the Division of Water. See the following page for information on permitting procedures: <a href="https://eec.ky.gov/Environmental-Protection/Water/PermitCert/WQ401Cert/Pages/Apply-for-Certification.aspx">https://eec.ky.gov/Environmental-Protection/Water/PermitCert/WQ401Cert/Pages/Apply-for-Certification.aspx</a>	The project contains an environmental commitment that project-related activities affecting jurisdictional wetlands or streams will not commence until the Section 401 Water Quality Certification through the Kentucky Division of Water is issued.	Permits (4.15)
		A-3-5	02/20/2024 - The Water Quality Branch has no comments.	The Division of Water: Water Quality Branch review and determination of no comments has been included in the project record.	Wetlands (4.2.1) Streams and Rivers (4.2.2) State and Federal Agency Coordination (5.3)
		A-3-6	02/20/2024 - The proposed work is endorsed by the Groundwater Section of the Watershed Management Branch. However, the proposed work is located in an area with a high potential for karst development where groundwater is susceptible to direct contamination from surface activities. It is our recommendation that proposed work be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area.	The project contains an environmental commitment to develop a groundwater protection plan for the protection of groundwater in accordance with Title 401 of the Kentucky Administrative Regulations, Chapter 5, Regulation 37 (401 KAR 5:037). The plan will include the installation, construction, operation or abandonment of wells, bore holes or core holes, and other applicable project activities, as defined in 401 KAR 5:037. If groundwater monitoring wells are constructed, modified, or abandoned in Kentucky, the work will be conducted in accordance with 401 KAR 6:350.	Drinking Water (4.2.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3 (cont.)	Kentucky Energy and Environment Cabinet (cont.)	A-3-7	02/20/2024 - Field Operations Branch has no comments.	The Division of Water: Field Operations Branch review and determination of no comments has been included in the project record.	State and Federal Agency Coordination (5.3)
		A-3-8	02/20/2024 - Director's Office has no comments.	The Director's Office review and determination of no comments has been included in the project record.	State and Federal Agency Coordination (5.3)
		A-3-9	02/20/2024 - Division of Enforcement: An Environmental Assessment (EA) was prepared for the Brent Spence Bridge (BSB) Corridor Project in March 2012, and the Federal Highway Administration (FHWA) approved a Finding of No Significant Impact (FONSI) on August 9, 2012. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid. This supplemental EA has been prepared by FHWA, the Kentucky Transportation Cabinet (KYTC), and the Ohio Department of Transportation (ODOT). It assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further developed environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. This supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.  The Kentucky Division of Enforcement endorses this project.	The Kentucky Division of Enforcement's endorsement of the Brent Spence Bridge Corridor Project has been included in the project record.	State and Federal Agency Coordination (5.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3 (cont.)	Kentucky Energy and Environment Cabinet (cont.)	A-3-10	02/20/2024 - Division for Air Quality: The Division for Air Quality does not have any comments on this project as it is presented.	The Division for Air Quality review and determination of no comments has been included in the project record.	Air Quality (4.6) State and Federal Agency Coordination (5.3)
		A-3-11	<p>02/20/2024 - Division of Waste Management: Based on the information provided by the applicant for this project: Underground Storage Tank (UST) Branch records indicate the following underground storage tank site issues identified within the project impact area: [A database list of active and closed underground storage tank sites was provided.]</p> <p>If any UST's are encountered during the project construction, they should be reported to KDWM. Any UST issues or questions should be directed to the UST Branch.</p> <p>Superfund Branch records indicate the following superfund site issues identified within the project impact area: [A database list of records was provided.] Any superfund issues or questions should be directed to the Superfund Branch.</p> <p>Solid Waste Branch records indicate no active or historic landfill sites within the project impact area. Solid Waste Branch records indicate the following sites within the project impact area: [A database list of records was provided.] Any solid waste issues or questions should be directed to the Solid Waste Branch.</p>	<p>In 2022, KYTC prepared an <a href="#">ESA Screening 2022 Reevaluation (KY) (July 2022)</a> for the portions of the project in Kentucky. A search of available environmental records was conducted by generating Environmental Data Resources, Inc. Radius Map Reports to identify whether additional releases had occurred since the original Environmental Site Assessment (ESA) Screening was completed in April 2007. Releases that occurred prior to April 2007 were disregarded, as they were captured in the original ESA Screening. In addition, properties that are not within or immediately adjacent to the construction limits for Refined Alternative I (Concept I-W) were not evaluated further. Properties with releases that occurred since April 2007 were further reviewed to determine if Phase I ESA is recommended. In addition, the U.S. Environmental Protection Agency Underground Storage Tank Finder GIS application was reviewed to determine if leaking underground storage tanks were present within the study limits.</p> <p>Based on the results of the 2022 ESA screening, Phase II ESAs will be conducted at 666 West 3<sup>rd</sup> Street and 550 Pike Street in Covington, Kentucky as required by the Comprehensive, Environmental Response, Compensation and Liability Act (1980) as amended by the Superfund Amendments and Reauthorization Act (1986). Only areas of construction/utility disturbances of 3 feet or greater in depth will be assessed.</p>	Regulated Materials - Kentucky (4.4.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3 (cont.)	Kentucky Energy and Environment Cabinet (cont.)	A-3-11 (cont.)	<p>(cont.)</p> <p>Hazardous Waste Branch records indicate the following hazardous waste issues identified within the project impact area: [A database list of records was provided.] Any hazardous waste issues or questions should be directed to the Hazardous Waste Branch.</p> <p>Recycling and Local Assistance (RLA) Branch records indicate the following RLA tracked open dump sites within the project impact area: [A database list of records was provided.] Any questions or issues should be directed to the RLA Branch.</p> <p>All solid waste generated by this project must be disposed of at a permitted facility.</p> <p>If asbestos, lead paint and/or other contaminants are encountered during this project contact the Division of Waste Management for proper disposal and closure.</p> <p>The information provided is based on those facilities or sites that KDWM currently has in its database. If you would like additional information on any of these facilities or sites, you may contact the file room custodian at (502) 782-6357. Please keep in mind additional locations of releases, potential contamination or waste facilities may be present but unknown to the agency. Therefore, it is recommended that appropriate precautions be taken during construction activities. Please report any evidence of illegal waste disposal facilities and releases of hazardous substances, pollutants, contaminants or petroleum to the 24-hour Environmental Response Team at 1-800-928-2380.</p>	<p>(cont.)</p> <p>The progressive design-build contract for Phase III of the Brent Spence Bridge Corridor Project, which encompasses all Kentucky portions of the project, requires the contractor to prepare a Regulated Materials Management Plan that provides specific guidance for managing, handling, and disposing of regulated materials that may be encountered within the right-of-way and for protecting the health and safety of all on-site personnel and the public in accordance with all applicable local, state and federal regulations. The Regulated Materials Management Plan will also define procedures for managing both known and unknown regulated materials encountered during the design and construction of the project. The progressive design-build contract also requires the contractor to perform a regulated materials inspection on buildings, bridges, and other structures to be demolished and to follow all applicable local, state, and federal requirements for handling and disposing of regulated materials identified during inspections.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-3 (cont.)	Kentucky Energy and Environment Cabinet (cont.)	A-3-12	02/20/2024 - Kentucky Nature Preserves: Your project might have the potential of impacting federally or state listed species and natural communities. Go to the Kentucky Biological Assessment Tool (kynaturepreserves.org) to obtain a Standard Occurrence Report for information regarding listed species known within your project area. The report will also provide information on public and private conservation lands, areas of biodiversity significance, and other natural resources in your project area for which the Office of Kentucky Nature Preserves maintains data.	<p>In 2022, KYTC and ODOT evaluated the areas to be impacted by Refined Alternative I (Concept I-W) for federally listed species and documented the findings in a <a href="#">Biological Assessment</a> (October 2022). In 2022, ODOT conducted new ecological surveys in the areas to be impacted by Refined Alternative I (Concept I-W) to evaluate effects on state listed species and documented the results in a <a href="#">Level 1 Ecological Survey Report (OH)</a> (October 2022). The U.S. Fish and Wildlife Service (USFWS) concurred with the findings of the <a href="#">Biological Assessment</a> and determined that the requirements of Section 7 of the Endangered Species Act have been fulfilled. The project includes environmental commitments to avoid, minimize, and mitigate impacts to federally and state threatened and endangered species.</p> <p>In Kentucky, formal coordination for threatened or endangered species only occurs with USFWS. The Commonwealth of Kentucky does not require formal coordination with state agencies for threatened or endangered species. While both the Kentucky Department of Fish and Wildlife Resources (KDFWR) and the Office of Kentucky Nature Preserves (OKNP) have programs that manage and protect vulnerable wildlife species and their habitat, neither agency regulates nor oversees KYTC activities. As part of its normal project development process, KYTC notifies OKNP of proposed projects, including the estimated schedule and anticipated impacts, but no response is required. KYTC notified KDFWR and OKNP about the project through the participating agency coordination process. OKNP declined the invitation to be a participating agency; therefore, KYTC's normal coordination process with OKNP is fulfilled.</p>	Threatened and Endangered Species (4.2.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
<b>A-3</b> <i>(cont.)</i>	Kentucky Energy and Environment Cabinet <i>(cont.)</i>	A-3-13	02/20/2024 - This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments. If you should have any questions, please contact me at (502) 782-0863 or e-mail Louanna.Aldridge@ky.gov.	This comment is acknowledged and included in the project record.	State and Federal Agency Coordination (5.3)  Participating & Cooperating Agencies (5.4)
<b>A-4</b>	U.S. Environmental Protection Agency	A-4-1	03/05/2024 - The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Highway Administration's (FHWA) Draft Supplemental Environmental Assessment (DSEA) for the aforementioned project. The non-Federal sponsors for this study are the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). This letter provides EPA's comments on the DSEA pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Brent Spence Bridge (BSB) corridor consists of 7.8 total miles of Interstate 71 and Interstate 75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio. The primary features of the project include: <ul style="list-style-type: none"> <li>• Reconstructing I-71/I-75 and adding one lane in each direction;</li> <li>• Rebuilding the overpass bridges and interchanges in the corridor and adding a new exit at Ezzard Charles Drive in Ohio;</li> </ul>	Receipt of the U.S. Environmental Protection Agency's letter is acknowledged. Responses to comments are provided below.	State and Federal Agency Coordination (5.3)  Participating & Cooperating Agencies (5.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-4 (cont.)	U.S. Environmental Protection Agency (cont.)	A-4-1 (cont.)	<p>(cont.)</p> <ul style="list-style-type: none"> <li>• Constructing a collector-distributor (C-D) roadway system between West 12<sup>th</sup> Street/Martin Luther King (MLK) Jr. Boulevard in Kentucky and Ezzard Charles Drive in Ohio;</li> <li>• Extending frontage roads connecting Pike Street to West 4<sup>th</sup> Street and West 5<sup>th</sup> Street in Kentucky;</li> <li>• Adding C-D lanes between Dixie Highway (US-25) and Kyles Lane (KY-1072) in Kentucky;</li> <li>• Rehabilitating and reconfiguring the existing double-decker BSB to carry three lanes of local traffic on each deck as part of the C-D roadway system;</li> <li>• Building a new double-decker companion bridge west of the existing BSB to carry five lanes of through (interstate) traffic on each deck; and</li> <li>• Adding sidewalks and shared-use paths on local streets that are parallel to or cross the interstate and incorporating aesthetic treatments throughout the corridor.</li> </ul> <p>An Environmental Assessment was originally prepared for the Brent Spence Bridge (BSB) Corridor Project in March 2012, and FHWA approved a Finding of No Significant Impact (FONSI) on August 9, 2012. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid. The DSEA assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further developed environmental commitments (enhancements and mitigation), and NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The DSEA focuses on analysis of the potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p>	(cont.)	(cont.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-4 (cont.)	U.S. Environmental Protection Agency (cont.)	A-4-1 (cont.)	<p>(cont.)</p> <p>The purpose and need for the BSB Corridor Project is unchanged from what was presented in the approved 2012 EA/FONSI. The 2012 EA/FONSI identified Alternative I as the selected alternative for the BSB Corridor Project. Since the 2012 EA/FONSI, the project's design has been refined to incorporate value engineering and practical design features, accommodate changed site conditions, to reflect updated design criteria, and to respond to feedback from the public and local agencies. The refinements incorporated into the project, designated collectively as Refined Alternative I (Concept I-W), reduce the project footprint, improve the project's functionality, create no new impacts, and do not substantially change the key design components included in the 2012 EA/FONSI.</p> <p>EPA Region 5 and EPA Region 4 have both been involved in review of the Brent Spence Bridge corridor project since 2006; Region 5 has been the lead office coordinating and providing our shared agency comments. EPA initially agreed to be a participating agency for this project on August 9, 2006. EPA previously provided scoping comments on a proposed Draft EIS for this project on October 19, 2006. Additional EPA comments were provided June 8, 2009; September 24, 2010; and May 25, 2012. For the last several years, EPA has also participated in monthly BSB Federal agency coordination meetings. We appreciate the detailed interagency coordination and project transparency that FHWA, KYTC, and ODOT have undertaken during development of the DSEA.</p>	(cont.)	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-4 (cont.)	U.S. Environmental Protection Agency (cont.)	A-4-1 (cont.)	(cont.)  In November 2023, EPA reviewed an administrative draft version of the Supplemental EA and provided comments on the document to FHWA. EPA's comments and concerns raised during the review of the administrative DSEA were addressed in the publicly released 2024 DSEA. EPA offers two additional comments on the DSEA as follows:	(cont.)	(cont.)
		A-4-2	03/05/2024 - Section 6 - ENVIRONMENTAL COMMITMENTS DISCUSSION provides a summary of the extensive environmental commitments to be undertaken. Page 138 of the DSEA discusses how the expected removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Measures incorporated into the project to minimize and mitigate impacts to threatened or endangered bat species will also minimize and mitigate impacts to terrestrial habitat. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund (IBCF). The IBCF will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.  Recommendation for the Final Supplemental EA: Add an environmental commitment in Section 6 to minimize tree removal and mitigate habitat loss in Kentucky by contributing to the Imperiled Bat Conservation Fund (IBCF) in Section 6.	Commitments 8.c., 8.f., 8.m., 8.n., and 8.o. in Section 6. and ES-Table II of the supplemental Environmental Assessment (EA) are related to minimizing tree removal. Commitment 8.b. in Section 6. and ES-Table II of the supplemental EA requires the mitigation of habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund (IBCF).	Terrestrial Habitat (4.2.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
<b>A-4</b> <b>(cont.)</b>	U.S. Environmental Protection Agency <i>(cont.)</i>	A-4-3	<p>03/05/2024 - Section 4.1.7 – ENVIRONMENTAL JUSTICE DISCUSSION quotes an outdated definition of Environmental Justice. Page 69 of the DSEA states, “Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”</p> <p>Recommendation for the Final Supplemental EA: Replace the definition of environmental justice with the current definition of environmental justice provided in Section 2 of Executive Order 14096 - Revitalizing Our Nation's Commitment to Environmental Justice for All, which is as follows:  “Environmental justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:</p> <ul style="list-style-type: none"> <li>i. are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and</li> <li>ii. have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.”</li> </ul>	<p>Executive Order 14096 – “Revitalizing our Nation's Commitment to Environmental justice for All” was enacted on April 21, 2023. Executive Order 14096 on environmental justice does not rescind Executive Order 12898 – “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” which has been in effect since February 11, 1994 and is currently implemented through U.S. Department of Transportation Order 5610.2 C. This implementation will continue until further guidance is provided regarding the implementation of the new Executive Order 14096 on environmental justice.</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-4 (cont.)	U.S. Environmental Protection Agency (cont.)	A-4-4	<p>03/05/2024 - EPA recognizes the ongoing efforts FHWA, KYTC, and ODOT have undertaken to respond to EPA's comments, and we acknowledge FHWA's willingness to coordinate with EPA and other state and Federal resource agencies. We appreciate the ongoing and open communication our agencies have had to resolve EPA's concerns and improve environmental outcomes as this project has progressed.</p> <p>Thank you for the opportunity to review and provide comments on the SDEA. When the Final Supplemental EA and NEPA decision document are released, please notify our office electronically at R5NEPA@epa.gov. If you have any questions about this letter or wish to discuss our comments further, please contact the lead NEPA Reviewer, Liz Pellosso, at 312-886-7425 or via email at pellosso.liz@epa.gov.</p>	FHWA will notify the U.S. Environmental Protection Agency when the final supplemental EA and NEPA decision document are released using the method listed in the comment.	Participating & Cooperating Agencies (5.4)
A-5	City of Cincinnati	A-5-1	<p>03/06/2024 - The City of Cincinnati has reviewed the Supplemental Environmental Assessment for the Brent Spence Bridge Corridor Project dated January 12, 2024 and offer the following comments:</p> <p>In the 2012 EA/FONSI, the design speed for the C-D roads was 50 mph. The design speed for the C-D roads in Refined Alternative I (Concept I-W) was increased to 55 mph. The City would request the design speed for the C-D roads to remain at 50 mph or even lowered to 45 mph (10 mph lower than the mainline). The C-D roads are the connectors from the interstate to the local road networks. Slower design speeds will help control speeds of vehicles entering and exiting the local roadway system, which better helps address other goals of the SEA, including improved pedestrian and cyclist safety.</p>	The design speed of the collector-distributor roadway system is governed by several factors, including the statutory speed limit of the roadway, Federal Highway Administration (FHWA) interstate policy, ODOT and KYTC design standards, and performance-based design principles. The collector-distributor roadway system is part of the mainline interstate; therefore, the collector-distributor roadway design will be evaluated based on 55 mph speeds. During detailed design of Phase III of the Brent Spence Bridge Corridor Project, the final geometry and design speeds of the collector-distributor roadways will be established in accordance with ODOT, KYTC, and FHWA requirements and procedures. Ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings.	Design Criteria (3.4) Future Design Refinements (3.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
<b>A-5</b> <i>(cont.)</i>	City of Cincinnati <i>(cont.)</i>	A-5-1 <i>(cont.)</i>	<i>(cont.)</i> As a Participating Agency, the City of Cincinnati values the relationship with ODOT and looks forward to continuing to collaborate on this project to ensure its success.	<i>(cont.)</i> One of the design-build contract objectives that will be considered during the evaluation of innovation concepts includes building the project with a context sensitive design that fits within the community. Consistent with that objective, the design of the ramps from the collector-distributor system to the local street network will be further evaluated during the innovation period to develop designs that promote traffic calming and lower speeds as vehicles enter the urban core and connect to the local street network.	<i>(cont.)</i>
<b>A-6</b>	City of Covington	A-6-1	03/08/2024 - We have reviewed the Supplemental Environmental Assessment (SEA) issued by the Federal Highway Administration with the Kentucky and Ohio state departments of transportation for the Brent Spence Bridge Corridor Project. We have some observations and general comments regarding the Supplemental EA and its findings. Please understand that our comments are focused on making the project the best it can be for the next 100 years, and minimizing and mitigating the adverse impacts and effects of the federal action, so that they may be considered adequately managed and mitigated to a level of non-significance within the City.  In this letter and attachment we offer a plan to keep the project keep moving forward without delay, while still allowing me to assure our citizens and stakeholders that concerns about impacts and effects will be adequately addressed as part of the progressive design-build process.  We recognize and rely on our constructive, collaborative working relationship with the Kentucky Transportation Cabinet, which has already yielded great results in several specific issues important to the City and moving certain impacts and effects to the "not significant" category, or on the way to that outcome.	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include:  - An <a href="#">Environmental Justice Analysis Report</a> (January 2024) to assess the project's effects on environmental justice populations. - A <a href="#">Socioeconomic Technical Report</a> (January 2024) to assess the effects of Refined Alternative I (Concept I-W) on older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households.	Purpose and Need (2.)  Neighborhood and Community Cohesion (4.1.2)  Travel Patterns and Access (4.1.4)  Environmental Justice (4.1.7)  Socioeconomic Groups (4.1.8)  History/ Architecture Resources (4.5.2)  Cumulative Effects (4.10.2)  Construction Impacts (4.11)  Utilities (4.12.1)  Local Agency Coordination (5.1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-1 (cont.)	<p>(cont.)</p> <p>KYTC Transportation Secretary Jim Gray and Governor Andy Beshear deserve outstanding leadership credit for recognizing the challenging condition this project presents for the City and providing the policy support for "better" now being forwarded by KYTC's accomplished project staff in partnership with the City. Again, we recognize and are grateful for this collaborative relationship.</p> <p>To that end, the SEA document recognizes and emphasizes the understanding between KYTC and the City have to work together cooperatively and in good faith "to identify and address the City's concerns during the proposed Reevaluation process and to ensure that the Project decisions and mitigation commitments, as embodied in the EA and FONSI and the outcome of the Reevaluation process, remain consistent with the requirements of NEPA... ", including in the categories of stormwater management and mitigation, traffic impacts, historic preservation, environmental commitments, context-sensitive design, and underserved populations."</p> <p>This is a welcome and powerful understanding that we know can yield great outcomes for both KYTC and the City, as well as for FHWA and its many policy priorities targeted at "doing better". In fact, some great successes have already come forward from this understanding and relationship.</p>	<p>(cont.)</p> <ul style="list-style-type: none"> <li>- A <a href="#">Cultural Historic Survey Report (October 2022)</a> and a <a href="#">Cultural Historic Survey Report Addendum (May 2023)</a> to evaluate historic resources in the Kentucky portions of the project's area of potential effects.</li> <li>- A Section 106 Programmatic Agreement that specifies mitigation measures for the Lewisburg Historic District.</li> <li>- A <a href="#">Willow Run Storm Water Separation Feasibility Study Report (December 2022)</a> to evaluate alternative drainage layouts for storm and sanitary separation</li> <li>- A June 15, 2022 <i>Memorandum of Understanding regarding the NEPA Process</i> between KYTC and the City of Covington that contains commitments regarding stormwater management, mitigation, and maintenance; evaluation of traffic impacts both during and after construction; funding for historic preservation; identification of context sensitive solutions; evaluation of impacts to environmental justice populations; and evaluation of the project's environmental commitments.</li> </ul> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p>	<p>(cont.)</p> <p>Ongoing Public and Stakeholder Involvement (5.6)</p> <p>Environmental Commitments (6.0 and ES-Table II)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-1 (cont.)	<p>(cont.)</p> <p>But this a long duration project with a long operational life. It is likely that many or even most of the principals and key project staff in today's deliberations of impacts and effects, and management strategies required and mitigation commitments made, will have moved on during the course of project delivery. So it seems beneficial to restate and reinforce for the record what needs to happen, and ensure that an outcome condition of "no significant impact" is upheld.</p> <p>As you know, nearly 30% of the total length of this \$3.6 Billion mega project runs right through the City of Covington and along some of its most densely populated and historic neighborhoods. These same areas were massively disrupted and bifurcated by the original construction of I-75 through Covington in the 1960's. Part of our "better" expectations for the current freeway expansion project are to do all we can to mitigate impacts and long-term effects to these remaining neighborhoods and help effectively reconnect long-separated parts of the City.</p>	<p>(cont.)</p> <p>KYTC has worked collaboratively with the City of Covington to minimize impacts, develop mitigation measures for the Lewisburg Historic District and the Goebel Park Complex, and minimize temporary construction impacts. In addition, KYTC has worked with the City of Covington to improve the project's design and incorporate several enhancements, including reducing the project footprint; building noise/visual screening barriers above and beyond the requirements of the KYTC noise policy; incorporating aesthetic treatments throughout the corridor; improving the drainage design; and separating all interstate runoff in the project area from the existing combined sewer system.</p> <p>Refined Alternative I (Concept I-W) will build new and reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75 corridor and may improve access to transit, employment, healthcare, cultural, recreational, and commercial destinations. At Pike Street and West 12<sup>th</sup> Street/MLK Jr. Boulevard, the project will improve connections to the Lewisburg neighborhood, which was left isolated from greater Covington by the original interstate construction.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>When considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-1 (cont.)	(cont.)	(cont.)  KYTC and ODOT will continue to coordinate with appropriate local city, county, planning, and transit agencies throughout the procurement, final design, and construction phases of the project. Ongoing public and stakeholder involvement is documented in the <a href="#">Public Involvement Summary (January 2024)</a> . Planned coordination with the City of Covington includes gathering feedback during the evaluation of innovation concepts, coordinating emergency response access to the collector-distributor and mainline interstate roadways; implementing measures to mitigate adverse effects to the Lewisburg Historic District; conducting noise abatement public meetings and surveys; gathering feedback on the use of transparent noise barriers; coordinating aesthetic treatments; coordinating with new master planning efforts for the Goebel Park Complex, the schedule for construction activities affecting the complex, and the transfer of replacement land within the complex; and coordinating construction activities and schedules.	(cont.)
		A-6-2	03/08/2024 - We suggest the following as a good path:  a) The NEPA document, and FONSI with mitigation if so issued, needs to reinforce the fact that mitigation for all impacts and effects in Covington is "not finished" at this point in time, but will be tackled and updated as design refinements and betterments evolve, as a purposeful part of the Progressive Design-Build process, on the strength of the City/KYTC understanding, with the required goal being "no significant impacts" as an outcome. This will allow our collaborative team to dig into these issues most effectively "when the time is right". The SEA needs to state that some impacts or effects may need to be modified or added along the way as information becomes available.	The final NEPA decision for the Brent Spence Bridge (BSB) Corridor Project will include a final, comprehensive list of environmental commitments incorporated into the project. 23 CFR § 771.109(b)(1) requires that KYTC and ODOT, in cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental EA and the final environmental decision documents unless FHWA approves of their deletion or modification in writing. FHWA will ensure that this is accomplished as a part of its stewardship and oversight responsibilities.  The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W) as proposed. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Environmental Commitments (6. and ES-Table II)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-2 (cont.)	(cont.)	<p>(cont.)</p> <p>The BSB Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i>. For more information about <i>Project Management Plans</i>, please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a>. KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance. The ODOT project managers for the Phase I, II, and III contracts and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental EA and the final environmental decision documents. Compliance with the environmental mitigation and enhancement commitments for the BSB Corridor Project will be evaluated and documented at the conclusion of the final design and construction phases of each contract.</p> <p>The project mitigation measures and environmental commitments (including permits) will be reviewed at the pre-construction meetings with ODOT's construction staff, KYTC's construction staff, and the contractors. The BSB Corridor Project will be reviewed during construction by ODOT's district staff and KYTC's district staff to ensure that the mitigation measures and environmental commitments are carried out and to determine if additional mitigation measures and environmental commitments are needed. In addition, monthly status reports submitted to FHWA will include updates on mitigation measure and environmental commitment monitoring and status.</p> <p>Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-3	03/08/2024 - b) During the implementation of the Progressive Design-Build process changes may require subsequent re-evaluation of the SEA and any FONSI.	Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for Phase III will develop innovation concepts that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project. If an innovation requires additional coordination or reevaluation to meet NEPA requirements, KYTC, ODOT, and FHWA will conduct those activities in accordance with all federal requirements.	Future Design Refinements (3.7)
		A-6-4	<p>03/08/2024 - c) Examples of what will need to be tackled "when the time is right" are found in a listing of City issues requiring further consideration for mitigation that were not, in the City's view, adequately evaluated or reported in the SEA, either for impact or effect, or for mitigation required. This listing is attached to this letter.</p> <p>d) While all of the above, including the attached listing by example, may look long and difficult, these items can be accomplished quite readily, in a cooperative effort, without project delay, to address shortcomings of the SEA and move near-term and long-term impacts and effects into an adequately mitigated condition.</p> <p>e) Given this and all above, I recommend we all move ahead with enthusiasm and energy on this important and challenging infrastructure investment, with the understanding there is more work to be done to make this project the best it can be.</p>	Responses to the comments outlined in the attachment to the City of Covington Comment Letter to FHWA are provided below. KYTC is continuing to coordinate the project with the City of Covington to address local concerns and further reduce impacts to the communities in the project area.	Ongoing Public and Stakeholder Involvement (5.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-5	03/08/2024 – Attachment to the City of Covington Comment Letter to FHWA: These are items and areas of impact and effect pertinent to the City of Covington that the City has found, in review of the Supplemental Environmental Assessment, to be either not addressed, or not adequately addressed, in terms of identification or characterization of adverse impacts or effects, or mitigation measures required. This is a working document and is not complete or final, pending evolution of design in the progressive design-build process and construction and operations planning, and ongoing collaborative work between the City and KYTC. Listed for each category are mitigation measures we request be fully considered in support of a finding of "no significant impact" relative to the City of Covington.	Responses to the comments outlined in the attachment to the City of Covington Comment Letter to FHWA are provided below.	N/A
		A-6-6	<p>03/08/2024 - Vegetation loss and soil replacement/revegetation/tree plantings</p> <ul style="list-style-type: none"> <li>• Replace or establish functional, plantable soil profile and vegetative ground cover in all cleared areas of right-of-way, including creative solutions or design rework for steep slope areas that will create new exposed rock face as a result of the proposed action.</li> <li>• Establish native tree plantings of not less than 3-inch caliber in natural distribution in all cleared right of way at ratios of not less than 2.5: 1 for all existing trees larger than 8-inches dbh to be cleared by the proposed action, and plant randomly distributed viable seedlings of native species at a density of not less than 16 bare-root stock seedlings per 1000 sf of surface area.</li> <li>• Establish or re-establish street trees and adequate tree lawn along reworked, reconstructed or new local street connections affected by the proposed action.</li> </ul>	KYTC has been collaborating with the Covington Aesthetics Subcommittee to develop aesthetics and landscape guidance for the BSB Corridor Project. KYTC will continue to work through the Covington Aesthetics Subcommittee during the project's final design phase to finalize and confirm aesthetic treatments, including streetscape tree canopy recommendations, among other items. Vegetation within the highway right-of-way will be established in accordance with the KYTC <i>Standard Specifications</i> . Areas along local streets that are disturbed by construction of Refined Alternative I (Concept I-W) will be returned to a condition which is at least as good as that which existed prior to the project.	Visual Resources (4.9)  Ongoing Public and Stakeholder Involvement (5.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-7	<p>03/08/2024 - Overall width and lanes of proposed highway and opportunities to reduce</p> <ul style="list-style-type: none"> <li>• Examine opportunities to further reduce overall project width relative to adjoining City neighborhoods, including consideration of changes in travel patterns and demand, traffic forecast changes, and full consideration of Context-Sensitive Design.</li> <li>• Preliminary evaluation by the City indicates that the project width may be reduced by at least one travel lane or more at most locations of the project corridor within the City, including local connection streets, collector/distributor lanes, or through travel lanes, depending on location.</li> </ul>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected population and employment growth are also incorporated into OKI's regional travel demand model.</p> <p>The <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Traffic (3.8)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-7 (cont.)	(cont.)	(cont.)  During the evaluation of innovation concepts, KYTC will continue to coordinate the project with the City of Covington to address local concerns and further reduce impacts to the communities in the project area. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	(cont.)
		A-6-8	03/08/2024 - Vertical scale of highway; walls, slopes, height, views relative to built areas • Examine opportunities to further reduce overall project profile elevation relative to adjoining City neighborhoods, including consideration slope and wall encroachments, views relative to existing built areas, and full consideration of Context-Sensitive Design. • Integrate with better solutions for noise abatement and control, stray light management, air quality and particulates dispersal, and mitigation requirements for vegetation loss and soil replacement.	KYTC has been collaborating with the Covington Aesthetics Subcommittee to develop aesthetics and landscape guidance for the BSB Corridor Project. KYTC will continue to work through the Covington Aesthetics Subcommittee during the project's final design phase to finalize and confirm aesthetic treatments, including for bridge abutments and retaining walls, among other items.  During detailed design, KYTC has committed to coordinating with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of Goebel Park from the highway and to preserve views of the skyline and across I 71/I-75 from surrounding neighborhoods.  The project will install new lighting on I-71/I-75 throughout the project area. Lighting plans will be finalized during detailed design and in accordance with current design standards and processes.	Design Criteria (3.4) Air Quality (4.6) Noise – Kentucky (4.8.1) Visual Resources (4.9) Construction Impacts (4.11) Utilities (4.12.1) Ongoing Public and Stakeholder Involvement (5.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-8 (cont.)	(cont.)	<p>(cont.)</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the OKI travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile-source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>Vegetation within the highway right-of-way will be established in accordance with the KYTC <i>Standard Specifications</i>. Best management practices (BMPs) will be developed by the resident engineer and contractor prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-8 (cont.)	(cont.)	(cont.)  During the evaluation of innovation concepts, KYTC will continue to coordinate the project with the City of Covington to address local concerns and further reduce impacts to the communities in the project area. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	(cont.)
		A-6-9	03/08/2024 – Long term air quality and dust exposure to residences along highway <ul style="list-style-type: none"> <li>• Develop and establish permanent vegetative barriers along and within the proposed action's traveled ways to help precipitate and limit lateral dispersal of toxic and benign particulates from roadway road sources to adjoining neighborhoods.</li> <li>• Establish and maintain enforceable pavement conditions that reduce loss of particulates from vehicles due to jarring or shock to wheels, chassis, connections or materials.</li> <li>• Establish and maintain regular cleaning of roadway shoulders to safely remove accumulated particulates and reduce re-suspension and dispersal along the traveled way.</li> <li>• Develop, operate and maintain an effective speed management system on the major project roadway elements through the City of Covington to: Smooth roadway flow and minimize braking (including truck exhaust braking) and stop and go acceleration with related particulates; Manage the built roadway with this system so it operates at the speeds stated in the SEA, not higher.</li> </ul>	Air quality studies prepared for the project concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Vegetation within the highway right-of-way will be established in accordance with the KYTC <i>Standard Specifications</i> .  The project's pavement design will be in accordance with the KYTC <i>Standard Specifications</i> . KYTC will conduct pavement maintenance after work is completed as part of its normal operating procedures. The maintenance of the BSB Corridor Project will be in accordance with statewide practices and KYTC's <i>Transportation Asset Management Plan</i> .  KYTC addresses speed management at a program level. This includes setting appropriate, consistent, and enforceable speed limits for all users. Traffic records are used in safety programs to identify opportunities for improvement, support initiation of countermeasures, and verify effectiveness of programs or specific countermeasures. Aggressive driving, which includes speeding, is one of the six emphasis areas in KYTC's 2020-2024 <i>Strategic Highway Safety Plan</i> .	Air Quality (4.6) Design Criteria (3.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-9 (cont.)	(cont.)	<p>(cont.)</p> <p>The <i>Strategic Highway Safety Plan</i> includes multiple strategies for combatting aggressive driving in Kentucky, including supporting legislative opportunities to curb aggressive driving, such as automated enforcement in work zones; performing saturation highway patrols in aggressive driving problem areas; and developing and providing education programs focused on speed related outcomes.</p> <p>The design of Refined Alternative I (Concept I-W) in Kentucky was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i>. The speed limits on I-71/I-75 and the collector-distributor roadways will be established in accordance with current laws and design standards and processes.</p>	(cont.)
		A-6-10	<p>03/08/2024 – Stormwater runoff from the highway, flooding and water quality</p> <ul style="list-style-type: none"> <li>• Provide complete separation of highway storm water from the City's combined sewer system (underway).</li> <li>• Provide remedy where drainage modifications and changes dating from the original freeway construction have caused or contributed to problems, including diversion of flow or expansion of storm water system capacity to eliminate backups, overflows and basement flooding on Euclid Avenue in the Peaselburg neighborhood (studies underway).</li> <li>• Establish and maintain improved maintenance of all storm water inlets and detention facilities along the project corridor for regular removal of debris contributing to flooding and improper routing.</li> <li>• Incorporate measures in project design to reduce impact and long-term effect of highway runoff on discharge to Ohio River and benefit overall water quality, including risks posed by tanker truck flip-overs and spills.</li> </ul>	<p>The design, construction, and maintenance of the BSB Corridor Project will be in accordance with applicable water quality regulations. KYTC is working to improve water quality through stormwater runoff management across all projects in the state. In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system. During detailed design, KYTC will work with the City of Covington and Sanitation District No. 1 of Northern Kentucky (SD1) to address surcharging in the Peaselburg neighborhood based on the local design criteria for a 25-year storm. Best management practices will also be developed by the resident engineer and contractor prior to onsite activities to ensure continuous sediment and erosion control throughout the construction and post-construction period. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area.</p>	Utilities (4.12.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-10 (cont.)	(cont.)  <ul style="list-style-type: none"> <li>• Ensure that changes in runoff from changes in climate do not pose a long-term risk to the City's neighborhoods due to future inadequacy of or changes by the highway storm drainage system of the proposed action.</li> </ul>	(cont.)  KYTC will work with SD1 and the City of Covington to define maintenance responsibilities for stormwater infrastructure. KYTC will fulfill its agreed-upon maintenance responsibilities as part of its normal operating procedures and in accordance with statewide practices.	(cont.)
		A-6-11	03/08/2024 - Traffic distribution and speeds from highway to City streets <ul style="list-style-type: none"> <li>• Identify routing and speed management strategies to sustain effective and safe travel for all modes to and from City neighborhoods, including through/across the expanded freeway corridor of the proposed action (most of the new local road connections proposed mimic and parallel the freeway, rather than reinforce the historical patterns of connection and travel among neighborhoods).</li> <li>• The physical and operational strategy will consider neighborhoods, businesses and economic development needs over the life of the proposed action.</li> <li>• Alternative modes of travel (walk, bike, scooter, wheelchair, bus) will be given full consideration in development of the strategy, including distance, connections, safety, visibility, 'welcoming', and wayfinding.</li> <li>• Intuitive speed management needs to be considered and incorporated in local roadway design, including "non-parallel" alignments, or reductions in the number or width of travel lanes.</li> </ul>	During detailed design of Phase III of the BSB Corridor Project, the final geometry and design speeds of the collector-distributor roadways will be established in accordance with ODOT, KYTC, and FHWA requirements and procedures. Ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching the local street system.  On June 15, 2022, KYTC and the City of Covington finalized a <i>Memorandum of Understanding (MOU) regarding the NEPA Process</i> . Among other items, the MOU addresses measures to minimize temporary construction impacts. KYTC and ODOT will prepare detailed traffic management and maintenance of traffic (MOT) plans to minimize traffic disruptions to vehicular, bus, pedestrian, and bicycle traffic during construction. The MOT plan will evaluate available travel lanes on the mainline interstate during construction to reduce the potential that the project will induce traffic diversion similar to that experienced during recent closures and restrictions on the existing BSB. A project incident management plan will be developed to minimize diversion resulting from incidents occurring within the project limits during construction to the extent practicable. The City of Covington will be provided an opportunity to review and comment on the MOT and incident management plans as they are developed. KYTC will work directly with the City of Covington to ensure that all relevant agencies and first responders, including police, fire, and emergency services, have an opportunity to review and provide input into all aspects of MOT planning, MOT and incident management plan development, and construction period operations affecting their respective cities.	Design Criteria (3.4)  Future Design Refinements (3.7)  Neighborhood and Community Cohesion (4.1.2)  Travel Patterns and Access (4.1.4)  Construction Impacts (4.11)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-11 (cont.)	(cont.)	<p>(cont.)</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) will build new and reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District neighborhoods in Kentucky. New shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks. In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i> and the OKI <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians, including providing facilities that meet the requirements of the Americans with Disabilities Act. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK has also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-11 (cont.)	(cont.)	<p>(cont.)</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>One of the design-build contract objectives that will be considered during the evaluation of innovation concepts includes building the project with a context sensitive design that fits within the community. Consistent with that objective, the design of the ramps between the collector-distributor system and the local street network will be further evaluated during the innovation period to develop designs that promote traffic calming, lower speeds, and bicycle and pedestrian safety as vehicles connect to the local street network</p>	(cont.)
		A-6-12	<p>03/08/2024 – Wayfinding, signage and routing that works for visitors to Covington</p> <ul style="list-style-type: none"> <li>• As part of overall comprehensive context sensitive design effort, develop, in review and consultation with the City an effective and well-managed wayfinding, signage and routing system that accounts for freeway mainline, collector-distributor, local ramps and connections, and immediately contiguous or functionally critical local streets.</li> <li>• The wayfinding and signage shall incorporate a hierarchy of design elements/types to reflect city heritage and architecture.</li> </ul>	<p>The project will install new signing on I-71/I-75 throughout the project area. The design and locations of highway signs, including signing and wayfinding for the collector-distributor roadway system, will be finalized during detailed design and in accordance with the <i>Manual on Uniform Traffic Control Devices</i> and KYTC standards. In accordance with KYTC standard practice, any City of Covington wayfinding signs that are impacted by construction of the BSB Corridor Project will be replaced in kind.</p>	Design Criteria (3.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-13	<p>03/08/2024 – Reconnection of communities historically separated by the highway</p> <ul style="list-style-type: none"> <li>As part of overall comprehensive context sensitive design effort, develop, in review and consultation with the City and its Committee, effective and context-appropriate design modifications to mitigate historical and proposed impacts and long-term effects to the City's neighborhoods contiguous to (and formerly within) the proposed action, including areas within the freeway right-of-way, and transitions and connections as required outside the permanent freeway right of way.</li> <li>An area of concentration in this category in the preliminary work to date has been underpass treatments (lighting, sidewalks, etc), but the mitigation work in this category should not be limited to underpasses 'portal-to-portal'; transitions to neighborhoods must be fully considered and accounted for.</li> <li>New, non-car links (trails, walks and paths) need to be established across the expanded freeway corridor to provide some degree of mitigation for communities disconnected by the highway corridor and proposed for further permanent disconnection and isolation as a result of further freeway widening.</li> </ul>	<p>In Kentucky, the project will be implemented in accordance with KYTC's <i>Complete Streets, Roads, and Highways Policy</i> and <i>Complete Streets, Roads, and Highways Manual</i>, which outline KYTC's policies and procedures for developing a comprehensive, integrated, and connected transportation network focused on creating safe transportation options for users of all ages and abilities. Refined Alternative (Concept I-W) will build a new shared-use path along the outside lanes on Simon Kenton Way and new/rebuilt sidewalks along the outside lanes on Bullock Street. Sidewalks will be rebuilt along Pike Street west of I-71/I-75. Also, new and rebuilt sidewalks will be included under the MLK/West 12<sup>th</sup> Street, Pike Street, West 9<sup>th</sup> Street, West 5<sup>th</sup> Street, and West 3<sup>rd</sup> Street bridges. A new shared-use path will be built under the West 5<sup>th</sup> Street bridge, which will tie into the shared-use paths in the Goebel Park Complex. The shared-use path will be extended along Crescent Avenue to connect to the existing shared-use path along the Ohio River. The new and improved pedestrian and bicycle infrastructure incorporated into Refined Alternative I (Concept I-W) will improve connections in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District neighborhoods. Lighting will also be installed in underpass areas to improve safety and security for pedestrians and bicyclists.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-13 (cont.)	(cont.)	<p>(cont.)</p> <p>Refined Alternative I (Concept I-W) results in a minor contribution to cumulative business displacements; stormwater runoff; and loss of parkland, wetlands, streams, and threatened and endangered species habitat. Based on the evaluation of direct impacts contained in the supplemental EA, Refined Alternative I (Concept I-W) will improve community cohesion, improve traffic flow and safety for all modes of travel, provide additional economic opportunities, improve air quality, abate noise, improve aesthetics, and reduce flooding and storm sewer overflows, which will offset negative cumulative effects resulting from Refined Alternative I (Concept I-W). Therefore, when considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p> <p>During the evaluation of innovation concepts, KYTC will continue to coordinate the project with the City of Covington to address local concerns and further reduce impacts to the communities in the project area. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-14	<p>03/08/2024 – Impacts and benefits to low-income and minority populations, other disadvantaged</p> <ul style="list-style-type: none"> <li>• No matter how described and accounted for in the SEA, low-income, minority, non-English speaking and other minority populations are an integral part of all of the City neighborhoods that abut and are contiguous to the proposed action.</li> <li>• As part of overall comprehensive context sensitive design effort, in review and consultation with the City, effective and context-appropriate design modifications to mitigate impacts and longterm effects of the proposed action shall be developed, to include measurable benefits and mitigation, beyond that current proposed in the SEA, to these populations and their supporting neighborhoods, including specific consideration of these categories, all of which directly link in some aspect to human health, health risk and long-term impacts and effects of the project: Traffic noise; Air quality; Stray light; Other human health effects; Access and mobility, including for non-car users; Access to parks and greenspace; Access to businesses</li> <li>• Develop and maintain a properly designed and context-appropriate ongoing community outreach program during the entirety of the design-build undertaking of the proposed action, targeting in one platform low-income, minority, non-English speaking and other minority populations and integral supporting neighborhoods.</li> </ul>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I W) on low-income and minority (environmental justice) populations. The environmental justice (EJ) analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed the FHWA’s Guidance on Environmental Justice and the National Environmental Policy Act (December 16, 2011).</p> <p>The EJ analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect and workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>The EJ analysis concluded that the temporary and permanent adverse effects to EJ populations will be minor, will not be predominately borne by EJ populations, and are not appreciably more severe or greater in magnitude than those experienced by non-EJ populations. In addition, EJ communities have been, and will continue to be, provided full and fair participation in the transportation decision-making process.</p>	<p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p> <p>Ongoing Public and Stakeholder Involvement (5.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-14 (cont.)	(cont.)	<p>(cont.)</p> <p>Therefore, Refined Alternative I (Concept I-W) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A. Furthermore, several avoidance, minimization, mitigation, and enhancement measures have been incorporated into Refined Alternative I (Concept I-W) to reduce adverse effects and provide additional benefits.</p> <p>A <a href="#">Socioeconomic Technical Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on these socioeconomic populations and groups:</p> <ul style="list-style-type: none"> <li>- No impacts to community resources; pedestrian, bicycle, and transit access and mobility; safety; air quality; stormwater; and workforce development;</li> <li>- No indirect impacts;</li> <li>- No substantial noise impacts;</li> <li>- Minimal relocation and greenhouses gases and climate change impacts;</li> <li>- Minor vehicular access and mobility; visual setting; cumulative; and temporary construction impacts; and</li> <li>- Benefits due to mitigation and enhancements for parks and historic properties; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics and visual character; and direct and indirect workforce enhancements.</li> </ul> <p>The socioeconomic analysis concluded that Refined Alternative I (Concept I W) is expected to result in net benefits for populations of older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-14 (cont.)	(cont.)	(cont.)  KYTC and ODOT are committed to a robust public and stakeholder involvement process during the design and construction of the BSB Corridor Project. To facilitate public involvement and outreach, the project <i>Public Engagement Plan</i> will be updated to guide public and stakeholder engagement (including EJ populations, identified socioeconomic populations and groups, and disadvantaged communities) during detailed design and construction.	(cont.)
		A-6-15	03/08/2024 – Accommodation of public art and design as a community touchstone • In review and consultation with the City and its Aesthetics Committee, develop a plan to integrate public art in various executions of Context-Sensitive Design, including consideration of: Underpasses; Retaining and noise walls; Local connecting roads; Paths and greenways; Local street wayfinding	KYTC has been collaborating with the Covington Aesthetics Subcommittee to develop aesthetics and landscape guidance for the BSB Corridor Project. KYTC will continue to work through the Covington Aesthetics Subcommittee during the project's final design phase to finalize and confirm aesthetic treatments, including potential opportunities for public art, among other items.	Visual Resources (4.9)  Ongoing Public and Stakeholder Coordination (5.6)
		A-6-16	03/08/2024 – Noise impacts, effectiveness of noise walls, consideration of other noise mitigation • Noise walls may be a required, or offered, traffic noise mitigation measure, but in themselves may not be effective in total for the conditions of the proposed action. The project, as currently proposed, will double the width of the traveled way and increase traffic volumes and speeds. Neighborhoods are close, and topography is not favorable. The current highway noise environment as experienced by Covington neighborhoods is highly variable depending on weather, traffic and other conditions.	KYTC evaluated noise impacts for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a> .  As a result of those studies, KYTC is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3 <sup>rd</sup> Street to south of Hermes Avenue and on the east side of I-71/I-75 from south of Edgecliff Road to Pike Street. KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of I-71/I-75 from Pike Street to West 4 <sup>th</sup> Street.	Design Criteria (3.4)  Traffic (3.8)  Noise – Kentucky (4.8.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-16 (cont.)	<p>(cont.)</p> <ul style="list-style-type: none"> <li>• Develop a comprehensive traffic noise strategy that augments and provides risk-reduction to the currently proposed "walls" strategy that will be incorporate a source control strategy, including, among other elements, the following: <ul style="list-style-type: none"> <li>- Use of low-noise pavement for all freeway through lanes, collector/distributor lanes and connecting roadways and ramps within the City of Covington (this will also provide benefits in water quality and roadway safety)</li> <li>- Establishment of viable energy-absorptive soil profile and replacement vegetation, as previously described, in right-of-way areas to be cleared as part of the project. Ongoing management of project pavement conditions to ensure tire noise remains minimized, and loud spot noises from pothole-sensitive sources such as truck chassis and container connections are not of long-term issue.</li> <li>- Develop, operate and maintain an effective speed management system on the major project roadway elements through the City of Covington to: Smooth roadway flow and minimize braking (including truck exhaust braking) and stop and go acceleration with related engine and vehicle noise emissions. Mangle the built roadway with this system so it operates at the speeds stated in the SEA, not higher.</li> </ul> </li> </ul>	<p>(cont.)</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through adhering to local noise ordinances, equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p> <p>KYTC has developed pavement design alternatives for both asphalt and concrete. The asphalt alternative requires a 1.5-inch Class 4 Asphalt Surface 0.38A PG 76-22 (with fibers). The concrete alternative requires diamond grinding. Both alternatives represent the quietest pavements KYTC uses. KYTC will make final pavement decisions during the detailed design phase of the project. KYTC will conduct pavement maintenance after work is completed as part of its normal operating procedures. The maintenance of the BSB Corridor Project will be in accordance with statewide practices and KYTC's <i>Transportation Asset Management Plan</i>.</p> <p>Vegetation within the highway right-of-way will be established in accordance with the KYTC <i>Standard Specifications</i>.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-16 (cont.)	(cont.)	<p>(cont.)</p> <p>Refined Alternative I (Concept I-W) will reduce congestion and improve traffic operations throughout the project area, which will minimize braking and stop and go conditions on the interstate. KYTC has reviewed the legalities associated with the competing perspectives of safety and noise for engine compression brakes, or "jake brakes." This review revealed that "jake brakes" are authorized to be on vehicles as long as the braking system complies with both state and federal laws pertaining to noise standards. It has been determined that KYTC does not have the legal authority to restrict the use of "jake brakes" as a safety device on commercial vehicles.</p> <p>KYTC addresses speed management at a program level. This includes setting appropriate, consistent, and enforceable speed limits for all users. Traffic records are used in safety programs to identify opportunities for improvement, support initiation of countermeasures, and verify effectiveness of programs or specific countermeasures. Aggressive driving, which includes speeding, is one of the six emphasis areas in KYTC's 2020-2024 <i>Strategic Highway Safety Plan</i>. The <i>Strategic Highway Safety Plan</i> includes multiple strategies for combatting aggressive driving in Kentucky, including supporting legislative opportunities to curb aggressive driving, such as automated enforcement in work zones; performing saturation highway patrols in aggressive driving problem areas; and developing and providing education programs focused on speed related outcomes.</p> <p>The design of Refined Alternative I (Concept I-W) in Kentucky was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i>. The speed limits on I-71/I-75 and the collector-distributor roadways will be established in accordance with current laws and design standards and processes.</p>	(cont.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-17	<p>03/08/2024 – Visual impacts (lighting, general aesthetics)</p> <ul style="list-style-type: none"> <li>Identify appropriate elements and strategies to mitigate long-term visual impacts of the highway, including but not limited to detailed and landscape-scale aesthetic treatments, as well as contributing aspects of highway operations.</li> </ul>	<p>Refined Alternative I (Concept I-W) is expected to result in minor visual impacts due to changes in interstate width and height, changes to the existing BSB, and construction of the new companion bridge. Aesthetic features such as landscaping; streetscapes; gateways; and treatments for piers, abutments, parapets, retaining walls, noise barriers, noise/visual screening barriers are anticipated to offset minor visual impacts and improve the overall visual character of the corridor.</p> <p>KYTC has been collaborating with the Covington Aesthetics Subcommittee to develop aesthetics and landscape guidance for the BSB Corridor Project. KYTC will continue to work through the Covington Aesthetics Subcommittee during the project's final design phase to finalize and confirm aesthetic treatments.</p>	Visual Resources (4.9)
		A-6-18	<p>03/08/2024 – Neighborhood impacts (general)</p> <ul style="list-style-type: none"> <li>As part of overall comprehensive context sensitive design effort, in review and consultation with the City and Committee, effective and context-appropriate design modifications to mitigate impacts and long-term effects of the proposed action should be developed, to include measurable benefits and mitigation, beyond that current proposed in the Supplemental EA, to these populations and their supporting neighborhoods, including specific consideration of these categories, all of which directly link in some aspect to human health, health risk and long-term impacts and effects of the project: Traffic noise; Air quality; Stray light; Other human health effects; Access and mobility, including for non-car users; Access to parks and greenspace; Access to businesses</li> <li>Develop and maintain a properly designed and context-appropriate ongoing community outreach program during the entirety of the design-build undertaking of the proposed action.</li> </ul>	<p>The supplemental EA evaluates the project's potential effects on all residents within the project area, including, but not limited to, surrounding neighborhoods, minorities, low-income individuals, older adults, individuals with limited English proficiency, zero-car households, adults with disabilities, and children. Resource areas evaluated included noise, air quality, visual resources, travel patterns and access, community facilities (including parks and greenspace), and economy and employment, among others. The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p> <p>KYTC and ODOT are committed to a robust public and stakeholder involvement process during the design and construction of the BSB Corridor Project. To facilitate public involvement and outreach, the project <i>Public Engagement Plan</i> will be updated to guide public and stakeholder engagement (including EJ populations, identified socioeconomic populations and groups, and disadvantaged communities) during detailed design and construction.</p>	<p>Future Design Refinements (3.7)</p> <p>Environmental Resources, Impacts, and Mitigation (4.)</p> <p>Ongoing Public and Stakeholder Involvement (5.6)</p> <p>Environmental Commitments (6. and ES-Table II)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-18 (cont.)	(cont.)	(cont.)  During the evaluation of innovation concepts, KYTC will continue to coordinate the project with the City of Covington to address local concerns and further reduce impacts to the communities in the project area. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	(cont.)
		A-6-19	03/08/2024 – Long term highway operating, traffic and incremental impacts over time • Every avenue and opportunity to reduce and mitigate all of the long term operational adverse impacts and effects of the expanded and widened freeway to the neighborhoods of the City along the project corridor shall be aggressively pursued in the period of project design, in cooperative effort with the City and Committee. • This goal needs to be a foundational part of the context-sensitive design effort.	Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities. ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project’s environmental clearance.	Environmental Commitments (6. and ES-Table II)
		A-6-20	03/08/2024 – Traffic volumes and speeds • Some extent of induced traffic and travel in the corridor will result from the proposed project and lanes additions, and this effect needs to be considered in all mitigation strategies, not just noise walls for example. • There may be opportunities to reduce the number of lanes on different parts of the project through Covington (Bullock, for example), and all need to be examined as a part of project design and possible cost reduction measures.	When developing the traffic projections, OKI’s regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI’s regional travel demand model. Traffic projections prepared for the Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips).	Design Criteria (3.4)  Future Design Refinements (3.7)  Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
A-6 (cont.)	City of Covington (cont.)	A-6-20 (cont.)	<p>(cont.)</p> <ul style="list-style-type: none"> <li>The project design as shown in the SEA appears likely to have actual operating speeds well in excess of the stated speed of 55 mph for the through lanes across the new companion bridge and 45 mph for the collector/distributor across the existing bridge, and this will exaggerate many adverse impacts and effects; some form of speed operational management shall be incorporated in the project design delivery so that speeds closely adhere to what is stated in the environmental document.</li> </ul>	<p>(cont.)</p> <p>The <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected (including induced trips) trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>The most current traffic data was also utilized for air quality, emissions burdens, and noise technical studies conducted for the project and is therefore considered in proposed mitigation measures where applicable.</p> <p>The design of Refined Alternative I (Concept I-W) in Kentucky was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i>. The speed limits on I-71/I-75 and the collector-distributor roadways will be established in accordance with current laws and design standards and processes.</p> <p>During the evaluation of innovation concepts, KYTC will continue to coordinate the project with the City of Covington to address local concerns and evaluate measures to further reduce the project footprint. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	(cont.)

1. Column provides reference to section(s) within the revised supplemental EA (May 2024) that are related to the comment using the following format: Section Title (Section Number).

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# Appendix B: Public Comments and Responses



## Public Comments and Responses

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-1	Talley, Keiuna	B-1-1	01/09/2024 - I am interested in getting information on how to partner and obtain work for my flatbed and semi trucks.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-2	Schemmel, Luz Elena	B-2-1	01/10/2024 - I would like to receive updates.	This individual was added to the project mailing list and will receive future project updates.	Ongoing Public & Stakeholder Involvement (5.6)
B-3	Williams, Lori Hunter	B-3-1	01/11/2024 - I would like to be a part of the planning committee for the newly envisioned Brent Spence Bridge Corridor.	KYTC and ODOT have established a Project Advisory Committee to provide feedback on the project development. Members of the public may provide feedback through local representatives who are members of the Project Advisory Committee. Additional information about the Project Advisory Committee and a membership list are provided in the <a href="#">Public Involvement Summary (January 2024)</a> .	Local Agency Coordination (5.2) Ongoing Public & Stakeholder Involvement (5.6)
B-4	Coghill, Eric	B-4-1	01/12/2024 - Provisions for future passenger rail service should be made on the new structure. This is a unique opportunity to provide a future corridor for rail access between Cincinnati and Northern Kentucky that would otherwise be prohibitively expensive as a standalone project due to the river crossing.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and	Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>need and is not considered to be a reasonable alternative for the Brent Spence Bridge Corridor Project.</p> <p>The project has not incorporated light rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New light rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	
B-5	Greene, Robert D.	B-5-1	01/16/2024 - Local resident with engineering, supervision, management and inspection experience heavy civil construction. Looking for possible employment on challenging project.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-6	Walton, James P.	B-6-1	01/16/2024 - I am a former VP of OPW Global and got my Honors B.A. Sc., in Mechanical Engineering from University of Waterloo, Ontario, Canada. I am retired now but wondered if you have advisory committees for design/comment. I was resident in Cincinnati Manager for Highway & Drainage division of Westeel, Toronto many years ago and that division manufactured guiderail, culverts, multiports, bridge decking as well as building decking and cladding and corrugated grain bins.	KYTC and ODOT have established a Project Advisory Committee to provide feedback on the project development. Members of the public may provide feedback through local representatives who are members of the Project Advisory Committee. Additional information about the Project Advisory Committee and a membership list are provided in the <a href="#">Public Involvement Summary (January 2024)</a> .	Ongoing Public & Stakeholder Involvement (5.6)
B-7	Johnson, Narketta	B-7-1	01/18/2024 - Our company is interested in becoming a vendor for the Brent Spence Bridge Corridor Project.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	
<b>B-8</b>	Davis, Char	B-8-1	<p>01/19/2024 - I have a Human Resources Consulting business and would like to know if there is a need for Human Resources, Training &amp; Development, Team Building, Strategic Planning, Consulting, or any other professional administrative skills to help with the Brent Spence Bridge project?</p> <p>We also provide financial services, background checks, and workforce development. Please, contact me at [REDACTED] about my question and interest in the Brent Spence Bridge project. I look forward to hearing from you.</p>	<p>Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	Economy and Employment (4.1.6)
<b>B-9</b>	DeHart, Tim	B-9-1	<p>01/25/2024 - We would like to known for non hazardous pumping services.</p>	<p>Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-10	Anthony, James Sr.	B-10-1	01/26/2024 - My Naics code is [REDACTED] (painting) I have DBE Certification. In business since 1984. I would like to help with 1A DBE spend if possible. Please provide instructions.	The progressive design-build portion of the project will include separate goals for disadvantaged business enterprise participation in both the design and construction portions of the contract. Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The “ <a href="#">Work With Us</a> ” page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-11	Smith, Angela	B-11-1	01/26/2024 - The Bridge has always been so dark and close net with the lanes. Will there be lights and hopefully a little bigger lanes.	Refined Alternative I (Concept I-W) will rehabilitate and reconfigure the existing double-decker Brent Spence Bridge to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders. The lane widths and lighting on the structure will be finalized during detailed design and in accordance with current design standards and processes.	Project Description (1.1) Design Criteria (3.4)
B-12	Anonymous	B-12-1	01/26/2024 - Project team has not made a good faith effort to reduce size and give land back to Cincinnati.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.  In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements reduce the project footprint and free up land in the project area.  Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project’s overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.	Purpose and Need (2.) Additional Refinements (3.3) Future Design Refinements (3.7) Public Comment Outcomes (5.1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>In accordance with current policies, ODOT will transfer approximately 10 acres of excess land opened up by refinements to the 3<sup>rd</sup> Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street, and 6<sup>th</sup> Street ramps to the City of Cincinnati for potential redevelopment and/or public use. In addition, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75 to provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. One of the design-build contract objectives that will be considered during the evaluation of innovation concepts includes minimizing the footprint of the interstate system to maximize potential developable space.</p>	
B-13	Travieso, Jose Davila	B-13-1	01/27/2024 - not comment on forwarding.....the idea gathered observation nationally.....tourist as New York and California with the phenomenal.....( Attracted economical spark)....	The comment was considered unclear, and no response, other than to document the comment as received, can be provided.	N/A
B-14	Roark-Chesser, Sharon	B-14-1	01/27/2024 - Thank you for the information we received on this very expansive project. I live in Covington, KY. My question: who will be paying the bill?	The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor. The cost of the companion bridge and the rehabilitation of the existing Brent Spence Bridge will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge. In December 2022, KYTC and ODOT received \$1.635 billion in federal funding grants under programs	Funding (1.2.1) Cost Estimates (3.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>created by the Bipartisan Infrastructure Law. The Kentucky General Assembly passed, and Governor Beshear signed, a budget bill that included funding to fulfill state match requirements for large projects. Ohio's legislature approved the State Transportation Budget that allows ODOT to use a combination of other federal funding and state funding from the motor fuel tax and bonding.</p>	
B-15	Anonymous	B-15-1	<p>01/29/2024 - Turning W 9<sup>th</sup> in Covington into an on-ramp for the C-D ramps to downtown and connection to 5<sup>th</sup> street next to the highway will have an impact on residents on W 9<sup>th</sup> between Mainstrasse and the highway. Traffic will increase and there are no speed bumps or pedestrian walkways painted on the ground at most crossings although they are legal crossings.</p>	<p>Refined Alternative I (Concept I-W) is anticipated to result in minor impacts to vehicular access and travel patterns due to rerouting. The project is expected to improve pedestrian access and mobility due to the incorporation of new and improved sidewalks and shared-use paths on local roads parallel to and across I-71/I-75.</p> <p>Certified traffic projections prepared for the project show that, by the year 2049, 1,050 vehicles will travel on West 9<sup>th</sup> Street each day if the project is not built (the no-build condition). Refined Alternative I (Concept I-W) is expected to increase traffic on West 9<sup>th</sup> Street. By 2049, 2,050 vehicles are projected to travel on the portion of West 9<sup>th</sup> Street immediately west of the interstate, and 5,550 vehicles are projected to travel on the portion immediately east of the interstate.</p> <p>KYTC and ODOT prepared an <a href="#">Interchange Modification Study Addendum (December 2023)</a> that compared how Refined Alternative I (Concept I-W) would operate when compared to the no-build condition. The analyses concluded that Refined Alternative I (Concept I-W) would result in more congested traffic operations at the intersection of Philadelphia Street and West 9<sup>th</sup> Street in the morning rush hour (AM peak travel period). However, the intersection is projected to operate at acceptable levels at all other times of the day. The other West 9<sup>th</sup> Street intersections in the study area are projected to operate at acceptable levels through the year 2049.</p> <p>Refined Alternative I (Concept I-W) includes a shared-use path along Simon Kenton Way, sidewalks along West</p>	<p>Traffic (3.8) Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>9<sup>th</sup> Street between Philadelphia Street and Bullock Street, and a sidewalk along Bullock Street. Marked crosswalks will be provided at all West 9<sup>th</sup> Street intersections in the project area. Speed bumps are not proposed to be installed as part of the project.</p>	
		B-15-2	<p>01/29/2024 - Why would you not build sound barriers going through downtown Covington. This is a residential area where you are encroaching on people living there. Despite all the talk of minimizing impact you don't want to include sound barriers for the residents?</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section</a> (August 2023) and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section</a> (November 2022).</p> <p>As a result of those studies, KYTC is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue and on the east side of the highway from south of Edgecliff Road to Pike Street. KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of the highway from Pike Street to West 4<sup>th</sup> Street.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	Noise - Kentucky (4.8.1)
B-16	Anonymous	B-16-1	<p>01/30/2024 - Sound barriers are absolutely necessary through Covington!</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section</a> (August 2023) and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section</a> (November 2022).</p> <p>As a result of those studies, KYTC is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue and on the east side of the highway from south of Edgecliff Road to</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Pike Street. KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of the highway from Pike Street to West 4<sup>th</sup> Street.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	
B-17	Anonymous	B-17-1	<p>01/30/2024 - There needs to be sound barriers with the increased traffic flow and higher elevation. There are instances where I can hear traffic barreling down the hill as far east as Main street Covington that is easily comparable to the Tornado sirens. This is sometimes confusing and leads to false-positives. I would recommend using sound evaluation equipment up during the monthly Tornado siren to compare.</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section</a> (August 2023). As part of the analysis, noise measurements were conducted at noise-sensitive land uses in the study area and within 500 feet of the proposed roadways. These measurements were conducted to provide field-measured levels along existing roadways and to validate models used to predict traffic noise for Refined Alternative I (Concept I-W). KYTC also evaluated additional noise/visual screening barriers in a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section</a> (November 2022).</p> <p>As a result of those studies, KYTC is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue and on the east side of the highway from south of Edgecliff Road to Pike Street. KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of the highway from Pike Street to West 4<sup>th</sup> Street.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.	
B-18	File, Donald R.	B-18-1	01/27/2024 - They should name it " The Bipartisan Bridge" cause finally after 30 something years thats what it took for both sides of the isle and both sides of the Ohio River to come & work together to make it happen!	While the new companion bridge may be formally named, the process for naming the new bridge has not yet been established. KYTC and ODOT have established a Bi-State Management Team to focus on procurement, financing, and project communications, and the Bi-State Management Team will continue working together to deliver the Brent Spence Bridge Corridor Project.	Project History (1.2)
B-19	Muniz, Michael	B-19-1	01/28/2024 - I am interested in working on the project. Is there any information on the contractors that might be hiring. I am a safety professional with years of construction experience that would love an opportunity.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-20	Porter-Chandler, Pam	B-20-1	01/29/2024 - TriHealth Queensgate is available to provide walk-in work-related medical care plus we have a mobile medical unit and 24/7 medical care.	Businesses and individuals interested in providing support services to project personnel may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> .	Economy and Employment (4.1.6)
B-21	Flanagan, David	B-21-1	01/30/2024 - Will there be tolls on the new bridge like the two bridges in Louisville? If not why not?	The project does not include tolls. The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio.	Funding (1.2.1)
B-22	Anonymous	B-22-1	01/31/2024 - The primary cause of traffic on the i75 And i71 is the slow moving semi trucks during rush hour. Has any thought been given to adding a congestion fee to semi trucks	The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			driving during rush hours to help keep trucks off the road during rush hour	of Ohio. The Brent Spence Bridge Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.	
B-23	Jerry	B-23-1	01/31/2024 - Traveling at the end of February and usually go through Cincinnati. How is traffic on Brent Spence Bridge?	The project will not impact traffic on the existing Brent Spence Bridge (BSB) in February 2024. Construction on Phase III of the project (which includes the existing BSB) is expected to begin in 2025, although some limited construction activities may begin in late 2024.	Project Description (1.1)
B-24	Liam	B-24-1	<p>02/02/2024 - One of my greatest concerns with this project is the health risks. The assessment mentions that dust, fumes, and chemicals resulting from the project are harmful to human health and could exceed safe levels. Workers may be given the necessary training and PPE to keep them safe, but what is being done for the thousands of nearby residents who will be exposed to these health risks for years? Attempted mitigation of the health risks as stated in the assessment is not an adequate answer if it means that health risks will be inevitable. Will proper outreach be conducted in order to educate locals on the health dangers that this project might expose them to before it begins?</p> <p>Is there a plan in place to notify and potentially evacuate people nearby if environmental damage reaches dangerous levels? Will there be a fund established for people who potentially develop illnesses resulting from the project? Both Kentucky and Ohio have had recent catastrophic transportation related accidents that have put strain on the health and lives of local communities and the environment which does not inspire my confidence going into this 8+ year long project. And reading through the assessment did not provide me assurance that the lives of local residents are</p>	<p>Air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area. Furthermore, environmental commitments have been incorporated into the project to protect water quality, drinking water, and groundwater, including establishing communication protocols in the event that a spill occurs during construction activities. Some land that will be acquired for the project has been subject to historic contamination, and KYTC and ODOT will remove and properly dispose of regulated solid waste, petroleum-contaminated soil and water, and underground storage tanks that are present on these properties. These activities represent a beneficial effect of Refined Alternative I (Concept I-W) by addressing historic contamination in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls.</p> <p>In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including</p>	<p>Drinking Water (4.2.7)</p> <p>Regulated Materials (4.4)</p> <p>Air Quality (4.6)</p> <p>Construction Impacts (4.11)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>being taken seriously enough. The assessment also mentions that the project will implement an outdoor ambient air quality monitoring program during construction in sensitive areas. It follows up by saying that construction activities would be suspended if there are deficiencies exceeding NAAQS levels and will not resume until the problem is identified and corrected. Will the air quality monitoring program data be available for local residents, the general public, or a third party to review and ensure that the workers and contractors are being honest?</p>	<p>areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals. Additional details related to the ambient air quality monitoring program will be determined during detailed design, including locations, times, and durations of air quality monitoring; protocols to address any exceedances of the National Ambient Air Quality Standards (NAAQS) should they be observed; and how monitoring and enforcement data will be made available to the public.</p> <p>KYTC, ODOT and the contractors will also develop an incident management plan for the construction period. Local cities and relevant agencies and first responders, including police, fire, and emergency services, will have an opportunity to review and comment on plans to manage traffic and incidents during construction.</p> <p>Information about ongoing project activities will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. In addition, KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.</p> <p>The project does not include a fund related to public health. In the event of an unanticipated major incident, KYTC and ODOT will follow existing policies and procedures in each state. Both Ohio and Kentucky have emergency management agencies that are tasked with dealing with major incidents, and ODOT and KYTC actively engage with these agencies when there is a major transportation-related incident.</p>	
B-25	Anonymous	B-25-1	02/03/2024 - Please implement the Bridge Forward plan! This plan will have a tremendously positive impact on Cincinnati,	As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the Brent Spence Bridge (BSB) Corridor	Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			and we need to make up for the mistakes of the past.	<p>Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>.</p> <p>During Phase III of the BSB Corridor Project, KYTC and ODOT will evaluate innovation concepts and will consider incorporating measures that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level. During this process, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	Public Comments (5.1.1)
<b>B-26</b>	Leinweber	B-26-1	<p>02/05/2024 - I drive Tuesdays - Saturdays from my home in Downtown Cincinnati, over the BSB and up the cut-in-the-hill to work at DHL @CVG. The highway street lighting on the Kentucky side have not operated properly for over 5 years. KY replaced the older style lamps with LED lamps. HOWEVER, there are STILL 100's of streetlamps that do not work from the BSB all the way to the I71/I275 interchange. This makes traveling this stretch of highway VERY dangerous, especially at nighttime, especially during rain or inclement weather. This stretch of highway is VERY heavily traveled at all hours, especially during rush hours. Furthermore, tractor trailer trucks regularly ignore the "NO TRUCKS THIS LANE" signs painted on the roadway. Maybe they can't see the signs due to the poor street lighting!! ANY plan for the Brent Spence Bridge Corridor must demand that the Commonwealth of Kentucky: 1) Make operational ALL street lighting from the bridge all the way to the I71/I275 interchange.</p>	<p>The purpose and need of the project is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will rehabilitate and reconfiguring the existing double-decker Brent Spence Bridge to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders.</p> <p>The project will install new lighting on I-71/I-75 throughout the project area. Lighting plans will be finalized during detailed design and in accordance with current design standards and processes.</p>	<p>Project Description (1.1)</p> <p>Purpose and Need (2.)</p> <p>Design Criteria (3.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-26-2	02/05/2024 - 2) Erect overhead signage informing tractor trailer drivers that they must use the right 2 lanes, with sufficient notice so the drivers can move over PRIOR to climbing the hill.	The project will install new signing on I-71/I-75 throughout the project area. The design and locations of highway signs will be finalized during detailed design and in accordance with current design standards and guidelines.	Design Criteria (3.4)
<b>B-27</b>	Howard, Tony L.	B-27-1	02/04/2024 - Will the City of Cincinnati issue bonds for its share of the companion bridge? If so, when?	The City of Cincinnati will not be funding any portion of the new companion bridge. The cost of the companion bridge and the rehabilitation of the existing Brent Spence Bridge will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge.	Funding (1.2.1)
<b>B-28</b>	DeShano, Alexander	B-28-1	<p>02/05/2024 - My name is Alex DeShano, and I am the Transportation manager at Huff Contractors Inc., a specialized transportation company based in West Harrison, Indiana, with a strong focus on heavy and overweight freight, particularly in open deck freight solutions.</p> <p>We have been following the developments of the Brent Spence Bridge Corridor project with great interest and are impressed by the scope and significance of this initiative for the Kentucky and Ohio regions. With our extensive experience in managing and executing logistics for large-scale infrastructure projects, we believe Huff Contractors Inc. can offer unparalleled support in hauling the necessary freight for the construction and related activities of this landmark project.</p> <p>Our fleet is equipped to handle the diverse needs of the Brent Spence Bridge Corridor project, ensuring timely and safe delivery of materials with efficiency and precision. We are committed to contributing to the project's success by leveraging our expertise in heavy and oversized freight transportation, backed by</p>	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>our dedication to safety, reliability, and environmental responsibility.</p> <p>We would welcome the opportunity to discuss how Huff Contractors Inc. can partner with your team to meet the project's transportation and logistics needs. Please let us know a convenient time for a meeting or if there are any specific requirements or information you need from us to consider our proposal further.</p> <p>Thank you for considering Huff Contractors Inc. We look forward to the possibility of contributing to this vital infrastructure project.</p>		
<b>B-29</b>	Nighswander, Nicholas	B-29-1	<p>02/05/2024 - Can you please say how much of Goebel Park in Covington is expected to be taken with the new bridge corridor right of way? Thank you.</p>	<p>The construction of Refined Alternative I (Concept I-W) will result in a net 0.6-acre reduction in the size of the Goebel Park Complex. An estimated 2.84 acres of low-lying, flood prone park property will be acquired from the southwest corner of the Goebel Park Complex (2.34 acres in Goebel Park and 0.50 acre in Kenney Shields Park). The acquired land will be mitigated and replaced with an estimated 2.23 acres of currently state-owned property that is at a higher elevation, not prone to flooding, and adjacent to the northwest corner of the Goebel Park Complex.</p>	Goebel Park Complex (4.13.3)
<b>B-30</b>	Riopel, Alexander	B-30-1	<p>02/08/2024 - This project is a huge chance to try to undo at least a small amount of the damage that was done building I-75 and I-71 through Cincinnati in the first place. More land could be given back to Cincinnati by making the ramps to the 6<sup>th</sup> Street US 50 Expressway operate as part of an actual street grid instead of as giant highway ramps. 5<sup>th</sup> Street could have a street bridge with pedestrian and bike space to cross I-71 into Queensgate so that 5<sup>th</sup> Street could be reconnected and Cincinnati could have a chance to redevelop the low density industrial space into higher value higher economic</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to reduce the project footprint, improve accommodations for pedestrians and bicyclists, and free up land in the project area.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>production mixed use medium to high density space. In the current planned design it is extremely unfriendly for anything but private automobiles to cross the chasm that is the I-75 interchange.</p> <p>It is good that ODOT has at least somewhat listened and given some space back to the city to develop, but there is so much more that can be done, even if it is not as ambitious as a highway cap design. There is no reason that a bridge for 5<sup>th</sup> Street to reconnect the street grid and more friendly and safe street design instead of just highway ramps to connect to the 6<sup>th</sup> Street Expressway cannot be incorporated into this design. Although it may seem unimaginable, it's definitely possible that the 6<sup>th</sup> Street Expressway could someday be redeveloped into an at-grade boulevard to try to restore some of the street grid and developable space of Queensgate (which used to be part of the West End with thousands of people!). I believe that ODOT can and should do better, in this current age where cities are trying to make themselves more friendly to humans and not just automobiles.</p>	<p>I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75 corridor.</p> <p>New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>In accordance with current policies, ODOT will transfer approximately 10 acres of excess land opened up by refinements to the 3<sup>rd</sup> Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street, and 6<sup>th</sup> Street ramps to the City of Cincinnati for potential redevelopment and/or public use. In addition, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75 to provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and</p>	<p>Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				building the project with a context sensitive design that fits within the community.	
B-31	Stevens, Natalie	B-31-1	<p>02/08/2024 - This is Natalie Stevens and I came across the helpful information you shared on your page at <a href="http://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources">brentspencebridgecorridor.com/work-with-us/construction-contractor-resources</a> and was wondering if you would be interested in sharing a new resource to that page.</p> <p>From equipment mishaps to structural collapses, construction sites rank among the most perilous workplaces. That's why we started a campaign for construction worker safety, which reviews safety precautions construction workers, managers, and site owners can take to lower the risk of accidents and injuries on the job. Check it out: <a href="http://Construction Safety Campaign - shulman-hill.com/constructionsite-safety/">Construction Safety Campaign - shulman-hill.com/constructionsite-safety/</a></p> <p>We put a ton of work into it. If you think this guide could be helpful for your readers, would you consider sharing a link to this somewhere on your page? I'm sure you get a lot of requests like this, but I think it may be worth a look.</p> <p>Let me know if you have any questions or thoughts about this.</p>	KYTC and ODOT only publish state and federal construction/contractor resources on the project website.	N/A
B-32	AJ	B-32-1	<p>02/12/2024 - With the City of Cincinnati's new plans to close Elm Street downtown as part of the renovation of the convention center, all commuters coming from I71/I75 North to downtown or OTR who are getting off the 5<sup>th</sup> Street exit will not be able to turn north to continue to OTR or FCC's stadium etc. There is a no left turn sign on Central Ave and if Elm is closed all those people won't be able to go north until blocks later at Vine Street. Between</p>	<p>ODOT has closely coordinated the design of local connections to and from the Brent Spence Bridge corridor with City of Cincinnati's Department of Transportation and Engineering. Refined Alternative I (Concept I-W) provides a new exit ramp from the northbound collector-distributor roadway system at Ezzard Charles Drive. This ramp is expected to improve access to Union Terminal, TQL Stadium, and Over-the-Rhine. Elm Street north of 5<sup>th</sup> Street in Cincinnati is outside of the traffic study area that was established in the <a href="#">Interchange Modification</a></p>	<p>Project Description (1.1)</p> <p>Traffic (3.8)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			this and the addition of FCC's stadium I feel like a lot of local connections have changed since the original plans came out and they need to be addressed and incorporated.	<a href="#">Study Addendum</a> (December 2023) that was prepared for the project. Modifications to local roadways outside of the project area are the responsibility of the City of Cincinnati.	
B-33	Pierce, Stephanie	B-33-1	<p>02/12/2024 - My name is Stephanie Pierce and I'm reaching out on behalf of Spotted Yeti Media, a certified women-owned video strategy and content creation studio.</p> <p>I'm writing in hopes that this is the correct route to being added to your vendor database and having the opportunity to bid on any current or future opportunities related to marketing/ video content creation.</p> <p>I'm happy to complete any necessary steps/paperwork in order to be able to bid on these future opportunities.</p> <p>Would you be able to point me in the right direction for next in being added to your vendor database?</p>	The progressive design-build portion of the project will include separate goals for disadvantaged business enterprise participation in both the design and construction portions of the contract. Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-34	Wade, Lakisha	B-34-1	02/13/2024 - Hello, my name is Lakisha Wade. I have completed cornerstone construction program at Citi Link Center, Cincinnati, OH and I would love to come and work with you guys.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.	Economy and Employment (4.1.6)
B-35	Anonymous	B-35-1	02/15/2024 - The current plan dramatically increases the concrete footprint of the project which impacts residents in the nearby areas, forests and wetlands.	Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce	<p>Additional Refinements (3.3)</p> <p>Land Use (4.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Refined Alternative I (Concept I-W) will convert 51.18 acres of land to transportation use, which will include four residential relocations. The acquisition of property for right-of-way has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).</p> <p>Refined Alternative I (Concept I-W) will result in permanent impacts to 2.38 acres of emergent wetlands that are dominated by cattails. Based on the analyses completed for the project, it was determined that there is no practicable alternative to the proposed construction in wetlands and that Refined Alternative I (Concept I-W) includes all practicable measures to minimize harm to wetlands that may result from such use. Environmental commitments have been incorporated into the project to minimize and mitigate wetland impacts.</p> <p>Refined Alternative I (Concept I-W) will remove about 90 acres of forested areas. Environmental commitments have been incorporated into the project to minimize and mitigate impacts to forested areas. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund (IBCF). The IBCF will offset project-related impacts by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.</p>	<p>Relocations (4.1.5)</p> <p>Wetlands (4.2.1)</p> <p>Terrestrial Habitat (4.2.3)</p>
		B-35-2	02/15/2024 - Air quality will decrease and human health impacts will increase if the expected traffic volumes materialize.	Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality	<p>Air Quality (4.6)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-35-3	02/15/2024 - The current plan does not fully address the problem of toxic stormwater runoff.	<p>In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC has committed to separating all interstate runoff from the Brent Spence Bridge (BSB) corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures to reduce stormwater pollutants. ODOT has committed to separating highway drainage from the existing combined sewer system in Ohio and partnering with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p> <p>To address water quality treatment requirements in Ohio, vegetated options for stormwater best management practices (BMP's) will be utilized to the maximum extent</p>	Utilities (4.12.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. ODOT will continue to coordinate off-site mitigation measures with the Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p>	
		B-35-4	<p>02/15/2024 - The current plan does not address the transportation needs of low-income, elderly and other residents.</p>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice (EJ) populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>A <a href="#">Socioeconomic Technical Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on these socioeconomic populations and groups:</p>	<p>Environmental Justice (4.1.7) Socioeconomic Groups (4.1.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<ul style="list-style-type: none"> <li>- No impacts to community resources; pedestrian, bicycle, and transit access and mobility; safety; air quality; stormwater; and workforce development;</li> <li>- No indirect impacts;</li> <li>- No substantial noise impacts;</li> <li>- Minimal relocation and greenhouses gases and climate change impacts;</li> <li>- Minor vehicular access and mobility; visual setting; cumulative; and temporary construction impacts; and</li> <li>- Benefits due to mitigation and enhancements for parks and historic properties; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics and visual character; and direct and indirect workforce enhancements.</li> </ul>	
		B-35-5	02/15/2024 - The current plan ignores feedback from community groups.	<p>KYTC and ODOT have incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to comments and feedback that were gathered from the general public and community groups, including:</p> <ul style="list-style-type: none"> <li>- KYTC will implement measures to improve safety for pedestrians and school-age children who cross the northbound entrance ramp from Dixie Highway to I-71/I-75. Measures will include reducing length of the crosswalk, installing warning signs, and enhancing the pavement markings to better define the crosswalk for pedestrians and vehicles.</li> <li>- KYTC is proposing a noise/visual screening barrier in the vicinity of Maple Avenue, south and west of Dixie Highway in Fort Mitchell.</li> <li>- KYTC is proposing a noise/visual screening barrier in the Mainstrasse neighborhood, including in the vicinity of the Goebel Park Complex.</li> </ul>	Public and Stakeholder Involvement (5.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<ul style="list-style-type: none"> <li>- During final design, KYTC will coordinate with the City of Covington to evaluate the use of transparent noise barriers in some locations to preserve views of the Goebel Park Complex from the highway and to preserve views of the skyline and across I-71/I-75 from surrounding neighborhoods.</li> </ul> <p>In accordance with current policies, ODOT will transfer approximately 10 acres of excess land opened up by refinements to the 3<sup>rd</sup> Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street, and 6<sup>th</sup> Street ramps to the City of Cincinnati for potential redevelopment and/or public use.</p> <ul style="list-style-type: none"> <li>- ODOT has committed to work with the City of Cincinnati to conduct before/after surveys of other roadways impacted by increased traffic during construction. ODOT will restore those roadways to pre-construction conditions once the project is complete.</li> <li>- ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75 to provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati.</li> <li>- In addition, during targeted neighborhood outreach activities, community members generally expressed support for the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, additional developable land, additional noise and noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, and aesthetic features.</li> </ul>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-35-6	02/15/2024 - These are only a few of the concerns about the human health, ecological and environmental justice impacts of this major road-building project. We need to make sure that any plans do not contribute to environmental concerns. These need to be addressed.	<p>In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) was originally prepared for the BSB Corridor Project, and a Finding of No Significant Impact (FONSI) was approved by FHWA on August 9, 2012. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.</p> <p>A supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA provides an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA, including ecological surveys, have been reexamined and updated to meet current state and federal requirements. KYTC and ODOT also conducted additional EJ studies, which are documented in an <a href="#">Environmental Justice Analysis Report</a>.</p>	Introduction (1.) Ecological Resources (4.2) Environmental Justice (4.1.7)
B-36	Doyle, Russ	B-36-1	02/15/2024 - ODOT DO YOUR DESIGN, THE cabal Developers are retro fitting using incremental land left to squeeze out profit and the rag tag council is bought and sold, don't sacrifice our highways n byways. The don't like cars. With civil war group, Model T's.	The comment was considered unclear, and no response, other than to document the comment as received, can be provided.	N/A
B-37	Rippin, Kelly	B-37-1	02/19/2024 - Is there any chance you can provide a little additional insight on a couple things! The website answered a lot of my questions, so thank you for that. Looking for more on these two points to see 1) if the	KYTC and ODOT executed a contract with the progressive design-build team for Phase III of the Brent Spence Bridge (BSB) Corridor Project in October 2024.	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			progressive design-build team IS under contract &		
		B-37-2	02/19/2024 - 2) if the finalization of supplemental environmental assessment has been complete?	The supplemental Environmental Assessment (EA) was made available for public review on January 26, 2024, and a public comment period concluded on March 8, 2024. KYTC, ODOT, and FHWA will consider all comments received before making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-37-3	02/19/2024 - Once the progressive design-build team is under contract, begin 60-day Innovation Period to look for opportunities to refine and improve the project further.	Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Based on the current schedule, KYTC and ODOT anticipate sharing refinements to the base design in May 2024.	Future Design Refinements (3.7)
		B-37-4	02/19/2024 - Finalization of a supplemental Environmental Assessment in February 2024.	Based on the current schedule, KYTC and ODOT anticipate receiving final approval of the supplemental EA in April 2024.	N/A
		B-37-5	02/19/2024 - Last question I have...Will there be any NOTICEABLE construction starting in 2024? I know the timeline is tough, but wondering it will be more getting technical things in place or if it's land preps? Appreciate any insight you can offer!	While limited work may begin on Phase III of the BSB Corridor Project in late 2024, construction is not expected to begin in earnest until 2025.	Project Description (1.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-37A	Stietzel, Walter	B-37A-1	02/20/2024 - I'm a Facility Manager for H5 Data Centers. We own a property that will be affected by the I75 bridge construction and I'm looking for information on what is needed from us. Its apparent that this project will affect our utility power, internet connectivity, local and long-haul communication networks, potable water, and fire system water supply. Could either of you guide me to a resource that can assist me with understanding our responsibilities with respect to this project?	ODOT has already acquired most of the property needed to build the project, and all impacted property owners have been contacted. ODOT will coordinate utility relocation requirements with this property owner during the detailed design phase of the project. Questions about right-of-way acquisition can be directed to the ODOT Brent Spence Bridge Corridor Project Manager: <a href="mailto:Tom.Arnold@dot.ohio.gov">Tom.Arnold@dot.ohio.gov</a> .	Land Use (4.1.1)
B-38	Spillers, Stephan	B-38-1	02/20/2024 - I have heard that the project will include changes as far south as the Ft. Mitchell/Dixie Hwy exit. Will any homes in Ft. Mitchell be required to be vacated as part of this project? My property borders the fence line along 71/75 on East Orchard Rd. in Ft. Mitchell.	Refined Alternative I (Concept I-W) will not require the relocation of any homes in the vicinity of East Orchard Road. One residence that is located immediately adjacent to the northbound I-71/I-75 exit ramp to Kyles Lane has been relocated. KYTC has already initiated the right-of-way process for all property owners in Fort Mitchell who will be impacted by Refined Alternative I (Concept I-W).	Relocations (4.1.5)
		B-38-2	02/20/2024 - Is a permanent sound barrier part of the plans? The southbound side of the interstate in this area already has a sound barrier, but the northbound side just has a chain link fence.	KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Fort Mitchell portions of the project corridor in a <a href="#">Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section (August 2023)</a> . As a result of that study, KYTC is proposing a noise barrier on the northbound side of I-71/I-75 from Dixie Highway to Kyles Lane. The proposed noise barrier will provide sound reduction along East Orchard Road, which was referenced by the commenter.  During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i> , a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise barriers (benefitted receptors) at each location where they are proposed in Kentucky.	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-39	Maley, Brandon	B-39-1	02/20/2024 - My company owns a property on Gest St [REDACTED]. My tenants are fiber transport companies. Who do I need to speak with regarding modifications to power, water and fiber connectivity to this property that will be affected by the construction efforts?	ODOT has already acquired most of the property needed to build the project, and all impacted property owners have been contacted. ODOT will coordinate utility relocation requirements with this property owner during the detailed design phase of the project. Questions about right-of-way acquisition can be directed to the ODOT Brent Spence Bridge Corridor Project Manager: <a href="mailto:Tom.Arnold@dot.ohio.gov">Tom.Arnold@dot.ohio.gov</a> .	Land Use (4.1.1) Utilities (4.12.1)
B-40	Anonymous	B-40-1	02/20/2024 - Is there any way to complete this work without it taking five years? Seems extremely excessive for a project that is long overdue.	Construction on Phase III of the Brent Spence Bridge (BSB) Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II (Linn Street to Findlay Street in Ohio) is expected to begin in 2026 with completion in 2031. Construction of Phase I (Findlay Street to Marshall Avenue in Ohio) is expected to begin in 2029 and be completed in 2032. The construction timeframes are typical for large, complex urban interstate widening projects and for the construction of a new double decker companion bridge spanning the Ohio River.  During Phase III of the BSB Corridor Project, KYTC and ODOT will evaluate innovation concepts and will consider incorporating measures that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level.	Project Description (1.1) Future Design Refinements (3.7)
B-41	Schmidt, John	B-41-1	02/20/2024 - I was there at the beginning and have a website that may be valuable to those. What I provide. Excuse me. I'm sorry. I'm old. I'm 73. But I do have a website that I'd like to convey to you, and you can take a look and see how it might be beneficial to give people an oversight from the beginning as we started. That website is national freedom bridge Is my hope that would be a good name on the bridge. Not that I expect it to happen, but the national freedom bridge is the hallmark of the story on the web that you can. Its national freedom	While the new companion bridge may be formally named, the process for naming the new bridge has not yet been established. KYTC and ODOT have established a Bi-State Management Team to focus on procurement, financing, and project communications, and the Bi-State Management Team will continue working together to deliver the Brent Spence Bridge Corridor Project.	Project History (1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			bridge.com You can get that URL and see what I'm talking about.		
		B-41-2	02/20/2024 - I'm a dedicated river straddler and we held out for no tolls, and it looks like we won that battle. Thank you very much.	The project does not include tolls. The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio.	Funding (1.2.1)
<b>B-42</b>	Gray, Kathryn	B-42-1	02/20/2024 - Thank you in advance for this new endeavor. The change will be what's needed.	The commenter's support for the project has been included in the project record.	N/A
<b>B-43</b>	Anonymous	B-43-1	02/20/2024 - The most recent trends indicate that the bridge is receiving less and less traffic.	<p>Existing and historic traffic counts for the Brent Spence Bridge (BSB) were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>Traffic projections prepared during the preparation of the 2012 Environmental Assessment estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.	
		B-43-2	02/20/2024 - While the bridge's current state is concerning, I believe adding an additional bridge with an alarming amount of lanes on top of the additional land it will consume to construct are concerning. While a multibillion project is required to alleviate such issues, I believe that the focus is in good faith but not solving the root problem. The root problem seemingly being that the current Brent Spence Bridge is defunct in its ability to accommodate both local and interstate traffic.	The purpose and need of the project is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.)
		B-43-3	02/20/2024 - A singular bridge with minimal lanes with rail and walkways included on such a bridge could easily solve the problems that the Brent Spence Bridge is currently not solving and leaving the Brent Spence Bridge as is, with structural improvements and additional on ramp and off ramp improvements. I entirely understand that this would require buy-in from both Kentucky, Ohio and their respective local cities. Without considering this as a viable option, the stakeholders involved would be doing themselves a disservice. The end results hopefully could save tax payer dollars, improve local businesses along roadways/railways and increase the value of property along these pathways as well. By blindly continuing down the path of creating a separate bridge with such negative consequences such as the current proposed project could leave a negative foot print for decades to come. Especially given that this has occurred due to the prior I-75 project decades ago. Merely, I'm asking and hoping for	<p>The alternatives analysis completed during the development of the 2012 Environmental Assessment and Finding of No Significant Impact for the BSB Corridor Project considered single-deck bridges with fewer lanes. However, these alternatives were removed from consideration because they did not meet the project purpose and need. Adequate capacity was not provided to serve the travel demand in the project corridor. One alternative considered two single-deck bridges on both sides of the existing BSB. That alternative was removed from consideration due to fatal flaws due to geometric design constraints associated with providing the necessary connections in Ohio.</p> <p>Traffic operational analyses documented in an <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) meets the project purpose and need by reducing congestion and improving operations throughout the project area.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study</p>	<p>Project History (1.2)</p> <p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p> <p>Traffic (3.8)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comment Outcomes (5.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>a reconsideration of the proposal. Designed more for the current wants and needs of the respective cities and states involved.</p>	<p>known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>Pedestrian and bicycle accommodations will not be permitted on the new companion bridge or the existing BSB because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT have committed to evaluate reconfiguring the lanes on the Clay Wade Bailey Bridge to add bicycle lanes during the innovation process.</p>	
<b>B-44</b>	Gilbert, Elizabeth	B-44-1	02/20/2024 - On a macro level, additional lanes of traffic will increase and not decrease traffic.	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic</i>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><i>Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-44-2	<p>02/20/2024 - This is environmentally irresponsible. We need to invest money on the scale of this project into more effective public and active transportation infrastructure including train, streetcar, bus, biking, and walking.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.</p> <p>Refined Alternative I (Concept I-W) is expected to improve pedestrian access and mobility due to the incorporation of new and improved sidewalks and shared-use paths on local roads parallel to and across I-71/I-75. Refined Alternative I (Concept I-W) is also expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	Involvement (5.6)
B-45	Sanders, Bob	B-45-1	02/20/2024 - I'm a resident of Fort Mitchell Heights subdivision, which is the actual historic site where Fort Mitchell, the Civil War fort that protected Cincinnati, located. My house is precisely on that. What I'm concerned about is that, as I understand the plan, there will be no sound screen or no sound wall protecting the Fort Mitchell Heights subdivision area from the highway noise. I can tell you that as the highway already exists and without the additional traffic that these improvements are	KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Fort Mitchell portions of the project corridor in a <a href="#">Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section (August 2023)</a> . As a result of that study, KYTC is proposing a noise barrier on southbound I-71/I-75 north of Dixie Highway. The Fort Mitchell Heights subdivision, which was referenced by the commenter, is beyond the area studied in the noise assessment.	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>going to bring, it is nearly impossible for people in the vicinity where I live to utilize their yards, their decks, their pools, or anything else. I would like to, at some point be told how I can communicate with Kentucky DOT people who are in charge of making decisions about noise walls so that we could have the neighborhood, the area that I'm talking about, considered for noise protection.</p>	<p>KYTC also prepared a <a href="#">Technical Memorandum: Additional Traffic Noise Assessment Kentucky Southern Section (February 2023)</a> that evaluated extending the noise analysis area further west to include a noise barrier for residences in the vicinity of Summit Lane in the Fort Mitchell Heights subdivision, which is the area referenced by the commenter. The technical study also evaluated extending noise barriers to provide noise reduction for additional businesses with exterior uses, a hotel, and a day care center west of I-71/I-75 between Kyles Lane and Dixie Highway. Based on the evaluation, KYTC determined that extended noise barriers in these areas were not reasonable nor recommended.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	
<b>B-46</b>	Scarpitto, Bobby	B-46-1	<p>02/20/2024 - I'm with Kwik Bond Polymers. We manufacture a deck overlay material that I would like to be considered as an enhancement measure not only for the Brent Spence Bridge, the one that's in existence today, but the new one, and then all the flyover bridges. We have been in business for over 40 years. We work on all the coasts or both coasts, and we would just like to be considered as an alternative material or as part of the original design feature for the bridges. That's it. Thank you.</p>	<p>Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p> <p>You may also visit ODOT's <a href="#">"New Products"</a> website for information on how to get materials approved for use on ODOT projects.</p>	Economy and Employment (4.1.6)
<b>B-47</b>	Clements, Nichole	B-47-1	<p>02/20/2024 - I'm the watershed coordinator for the Banklick Watershed Council. We're a local nonprofit working to clean and restore Banklick Creek, which is Kenton County's largest watershed. While we commend the project</p>	<p>KYTC will coordinate with the Sanitation District No. 1 of Northern Kentucky (SD1) during detailed design on stormwater management and erosion control within the project limits that impact Moser's Branch Creek, a tributary to Banklick Creek.</p>	Utilities (4.12.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>team on their work in the combined sewer system to address stormwater runoffs within the Willow Run watershed, we do have concerns about the areas of the project that cross through a tributary of Banklick Creek. Specifically, this is the area between Kyle's Lane and Dixie Highway. While this area is served by a municipal separate storm sewer system, those outfalls discharge directly to a tributary called Moser's Branch. The flows from Moser's Branch actually pass underneath 75/71 and then flow along Highland Pike down to Kentucky 17, where it eventually joins the main stem of the Banklick.</p> <p>There is a long history of overburdened hillsides, landslides, and instability along that Highland Pike corridor. In fact, landslides there have already caused millions of dollars' worth of damage to sewers and the Fort Wright Nature Preserve. Our concern is that the highway runoff both from existing and future impervious surfaces that enter Moser's Branch will cause further issues by eroding the toe of the slope at the base of that Highland Pike landslide. So, what we are asking is that it's essential that KYTC improve the existing and future stormwater management of this area to protect against further erosion by designing to SD1 standards for stream channel protection. The watershed council will be providing our additional written comments in the next couple of weeks that has more background study information and data relating to this issue.</p>		
B-48	Gray, Kathy	B-48-1	02/20/2024 - I'm so excited because this is the vein to the city that I live in. I am from California. It's very painful and a trap for me, but I'm excited that you guys have decided to do this. And to see it come to pass is going to	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>be something that's a part of my dream. I'm a small business owner, and I am in transportation. I would like to say that my company, Inside Purpose, would have a play in this. The change that you're about to make is something that I've seen in California. This is nothing new to me, but it's definitely an asset. I would like to play a part of it.</p> <p>And I'm wishing you nothing but success because in order for the city to change and grow, we got to first understand what the change is. And I appreciate you. Thank you.</p>	<p><a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	
B-49	Hightower, Bernita McCann	B-49-1	<p>02/20/2024 - I'm the president and CEO of Next Generation Fuel. We are a woman certified and minority certified company that is a licensed wholesale distributor of petroleum products, gasoline, diesel alternatives. We also put tanks onsite and we work very well with construction companies. My question today, first off, I commend looking at disadvantaged businesses to participate in a project as such. But companies like ourselves that are woman owned or minority owned, how can we be considered as a part of a project with knowing the different qualifications of a DBE company versus an MBE or a WBE company and not being able to mix the two? So, I know that there's a goal that will be for DBE. However, I would like to know if there is a goal set for the others that are also considered as disadvantaged businesses such as woman home and minority owned.</p>	<p>As a federally funded project, the Brent Spence Bridge Corridor Project has a disadvantaged business participation goal through the federal Disadvantaged Business Enterprise (DBE) program. The project will not have separate established goals for certified Minority Business Enterprise (MBE) or Women Business Enterprise (WBE) business participation.</p> <p>Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	Economy and Employment (4.1.6)
B-50	Mitchell, Anne	B-50-1	<p>02/20/2024 - I'm a resident of downtown Covington. I wanted to thank the project team for minimizing the impacts on Lewisburg and on Goebel Park, and I just wanted to express my concern. During the repair period for the</p>	<p>During construction, the area surrounding the I-71/I-75 corridor will be temporarily impacted by increased traffic on local roads, reduced access, and detours due to construction activities. These impacts are anticipated to</p>	Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Brent Spence we had an enormous amount of trouble with trucks coming down through the residential neighborhoods because they didn't know exactly where to go. I think that rerouting through trucks during the construction period on 275 would be a huge help in avoiding that going forward. Thank you.</p>	<p>some extent for all modes of transportation, including vehicular, pedestrian, bicycle, and transit.</p> <p>KYTC and ODOT are working with local cities and counties to mitigate impacts from construction activities. On June 15, 2022, KYTC and the City of Covington finalized a Memorandum of Understanding (MOU) regarding the National Environmental Policy Act process. Among other items, the MOU addresses measures to minimize temporary construction impacts. KYTC and ODOT will prepare detailed traffic management and maintenance of traffic (MOT) plans to minimize traffic disruptions to vehicular, bus, pedestrian, and bicycle traffic during construction. The MOT plan will evaluate available travel lanes on the mainline interstate during construction to reduce the potential that the project will induce traffic diversion similar to that experienced during recent closures and restrictions on the existing Brent Spence Bridge.</p> <p>A project incident management plan will be developed to minimize diversion resulting from incidents occurring within the project limits during construction to the extent practicable. The City of Covington will be provided an opportunity to review and comment on the MOT and incident management plans as they are developed. KYTC will work directly with the City of Covington to ensure that all relevant agencies and first responders, including police, fire, and emergency services, have an opportunity to review and provide input into all aspects of MOT planning, MOT and incident management plan development, and construction period operations affecting their respective cities.</p> <p>While through trucks will not be required to reroute to I-275 during construction, the MOT plan and the project communications plan will include provisions for communicating with trucking companies and mapping services to notify them of detours and delay information related to the project.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-51	Kirschner, Chris	B-51-1	<p>02/20/2024 - Thank you, Ohio Department of Transportation and Kentucky Transportation Cabinet for hosting this hearing today. I'm Chris Kirschner, president and CEO of the Dayton Area Chamber of Commerce and the Dayton Area Logistics Association, representing over 2200 businesses in a 14 county Greater Dayton region. The Brent Spence Bridge is a \$3.6 billion interstate improvement project that will have significant impact on business and economic development for our entire region. This project will not only improve workforce commuting and position the broader region as more attractive for residents but will also position locations like the interchange of I-70 and I-75 in Dayton as an epicenter for logistics, manufacturing and distribution.</p> <p>In today's manufacturing world that is reliant on just in time deliveries, efficient infrastructure with minimal delays is critical to economic attractiveness. When trucks are delayed, assembly lines are shut down and workers are sent home.</p> <p>Ensuring the Brent Spence corridor is efficiently running is critical to maximizing global economic attractiveness for all of us. The Dayton region's logistics and distribution companies have a \$3.5 billion annual economic impact and support over 40,000 local jobs. Downtown Dayton is only 56 miles north on I-75 from where we are sitting today. Improving the Brent Spence will not only positively impact Cincinnati and northern Kentucky, but impacts all communities on this corridor. A special recognition to ODOT District 8 that has made DBE and DNI and supplier diversity a priority and have been doing outreach to Dayton area companies. Thank you for having me today and</p>	<p>The commenter's support for the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will reduce congestion and improve safety on a critical freight route that carries more than \$1 billion of freight every day and more than \$400 billion of freight every year, an estimated 2 percent of U.S. Gross Domestic Product. Refined Alternative I (Concept I-W) will ensure that the corridor can continue to reliably support economic growth and activity in the region and the nation.</p> <p>Refined Alternative I (Concept I-W) is anticipated to result in net benefits to workforce development and employment in the greater Cincinnati and Northern Kentucky regions. During the progressive design-build contract for Phase III of the BSB Corridor Project, KYTC and ODOT will establish separate goals for disadvantaged business enterprise participation in both the design and construction portions of the contract. KYTC and ODOT will also develop an on-the-job training program and workforce development plan. These initiatives are anticipated to create jobs, support business development, and support income growth in the greater Cincinnati and Northern Kentucky regions.</p> <p>KYTC and ODOT have also formed a BSB Corridor Project Diversity &amp; Inclusion Outreach Committee, which allows local practitioners and leaders to provide input about promoting diversity and inclusion as part of the Phase III contract.</p> <p>In addition, the construction of Refined Alternative I (Concept I-W) is expected to result in temporary increases in employment due to construction job creation.</p>	<p>Purpose and Need (2.)</p> <p>Economy and Employment (4.1.6)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			for your leadership to improve this vital corridor for everyone.	Temporary economic benefits are also anticipated due to increased sale of construction supplies, materials, equipment, and fuel from local and regional sources and increased revenue for businesses providing services to construction crews.	
B-52	Metz, Pete	B-52-1	<p>02/20/2024 - I'm the vice president of civic and regional partnerships at the Cincinnati Regional Chamber. For more than a decade, the Cincinnati business community has been deeply invested in seeing this project move forward. We've long understood how critical the bridge is to our region and ultimately the entire country. We're thrilled to finally be at this point after years of advocacy in Columbus, Frankfurt and Washington. Over the last few years, we've been incredibly appreciative of how the project team at ODOT and KYTC have engaged the local communities, both the public sector and the broader community to ensure the project is delivered in a way that maximizes the value to the communities it's being built in.</p> <p>I've appreciated the close working relationship they've had with the city of Cincinnati and the city of Covington and the structures the cities and ODOT have created to seek input. From the beginning, we, the chamber, have pushed to reclaim land in the footprint and improve the connectivity across the border, all while ensuring that this project's budget and timeline are not negatively impacted. The Cincinnati Chamber has always believed that the best way to see continued improvements was for the public partners to work together through the progressive design-build process. That intentional engagement has already yielded results. As we saw today, ODOT has already delivered back to the city of Cincinnati nearly 10 acres of land on the western side of downtown. They've already embraced our shared goals by adding additional</p>	<p>The commenter's support for the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>connectivity, and I expect that the innovations and work being done by Walsh-Kokosing will yield more improvements soon.</p> <p>This is a generational project for the region, and it's one that a broad and diverse set of leaders have worked so hard to deliver at the chamber. We appreciate the strong work being led by ODOT and KYTC and look forward to supporting them however we can to get this project done.</p>	<p>developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
<b>B-53</b>	Gray, Kathy	B-53-1	<p>02/20/2024 - Im excited this is in progress – This road is a true vein to my time to and from KY and Ohio. This is a true vision that really make sense. My concern is how well defined are your plans around the timeline. We currently have traffic issues, and the bridge is a change that s going to be amazing for our city. Thank you to the team that has worked so hard, and I stand behind you and excited to see this happen.</p>	<p>Construction on Phase III of the Brent Spence Bridge Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II (Linn Street to Findlay Street in Ohio) is expected to begin in 2026 with completion in 2031. Construction of Phase I (Findlay Street to Marshall Avenue in Ohio) is expected to begin in 2029 and be completed in 2032.</p>	<p>Project Description (1.1)</p>
<b>B-54</b>	Weidl, Gerhard (Garry)	B-54-1	<p>02/20/2024 - Noise barrier needs to be continuous from south of Hermes to Watkins – There is a natural valley between Watkins &amp; Hinde St. (opening is nearer to Hinde St.) This valley forms a funnel from I-75/71 west up the valley / hill to the houses on Hermes between Hinde &amp; Watkins Sts.</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the portions of the corridor that include Watkins Street and Hinde Street in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>As a result of those studies, KYTC is proposing a noise barrier on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue, which includes the area referenced by the commenter. The noise barrier in this area consists of several stand-alone noise walls. The proposed noise walls are located immediately adjacent to I-71/I-75 in the vicinity of Watkins Street and at the top of the slope west of the interstate in the vicinity of Hermes Avenue. The placement of the stand-alone noise walls</p>	<p>Noise - Kentucky (4.8.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>was determined based on a barrier analysis and was determined to provide the greatest noise reduction in this noise sensitive area. The proposed noise barrier was found to be feasible and reasonable when situated in the existing topography.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky. KYTC will further evaluate the space between the stand alone noise walls referenced by the commenter during detailed design and the noise public involvement process.</p>	
		B-54-2	02/20/2024 - The wooded area within this valley (0.7 - 1.5 acres) would/could make a good "pocket park" area for Lewisburg but infilling to bring up to grade might be an option as well to help alleviate the hwy noise issue as well.	<p>The City of Covington is responsible for developing and maintaining public parks in the Lewisburg area. The project would not preclude the construction of a pocket park in the future if supported by local development patterns, plans, and initiatives.</p> <p>The noise studies completed for the project concluded that a noise barrier can be built in the existing topography and meet the requirements of KYTC's noise policy. Therefore, KYTC is proposing a noise barrier in this area (on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue).</p>	Noise - Kentucky (4.8.1)
B-55	Keshkoff, Diane	B-55-1	02/20/2024 - My concern is the ability to enter & exit, north or south from Rte 8 without too much difficulty.	Refined Alternative I (Concept I-W) will provide similar access to southbound I-71/I-75 from Route 8 (Highway Avenue) in Covington. The West 4 <sup>th</sup> Street ramp to the northbound collector-distributor roadway system in Covington, which continues on to I-71 and I-75, will be open to all vehicles, as opposed to the existing emergency vehicle access only. This change will restore access that currently is restricted and will improve access to northbound I-71/I-75 from Route 8 (Highway Avenue).	Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-56	Hill, Steven	B-56-1	02/20/2024 - Specific connection between Lewisburg neighborhood to westside neighborhood by creating a pedestrian /bikeway over the interstate. This can occur @ the end of Hermes St in Lewisburg or where Pike St turns into Lewisburg and terminate @ the hospital. This would connect several bikeways, allow unique lighting and signage across the interstate highways.	<p>Refined Alternative I (Concept I-W) includes new and rebuilt sidewalks across I-71/I-75 under the MLK/West 12<sup>th</sup> Street, Pike Street, West 9<sup>th</sup> Street, West 5<sup>th</sup> Street, and West 3<sup>rd</sup> Street bridges. A new shared-use path will be built under the West 9<sup>th</sup> Street and West 5<sup>th</sup> Street bridges, which will tie into the shared-use paths in Goebel Park. The shared-use path will be extended along Crescent Avenue to connect to the existing shared-use path along the river. The proposed pedestrian and bicycle accommodations connect existing residential and recreational areas and tie into existing and planned pedestrian and bicycle infrastructure.</p> <p>Constructing a new pedestrian/bicycle overpass across I-71/I-75 in between Hemes Street or Pike Street and St. Elizabeth Covington Hospital would require additional right-of-way acquisition and would present feasibility concerns due to the incorporation of noise walls along the west and east sides of the highway. While the project does not currently include any new pedestrian/bicycle bridges over I-71/I-75, the project would not preclude the construction of such facilities in the future if supported by local development patterns, plans, and initiatives.</p>	Travel Patterns and Access (4.1.4)
B-57	Smith, Aja Imperial Shason	B-57-1	02/20/2024 - I hope the Brent Spence Bridge work for Ohio Midwest and Kentucky the south.	The commenter's support for the Brent Spence Bridge Corridor Project has been included in the project record.	N/A
B-58	Wenzl, Thurman	B-58-1	02/20/2024 - I walked here to the hearing, from 0.7 miles east. Too much money is being spent in this project to encourage more car traffic – when (IMHO) transportation planners need to consider other options. And fewer people are commuting into downtown cinci with work from home and suburban offices.	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i> , and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the	Traffic (3.8) Travel Patterns and Access (4.1.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections for Refined Alternative I (Concept I-W) were developed using the OKI regional travel demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times.</p> <p>Projected population and employment growth are also incorporated into OKI's regional travel demand model. Traffic operational analyses documented in an <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-58-2	<p>02/20/2024 - Recent evidence suggests that PM 2.5 is not just associated with chronic lung disease – but may also be associated with elevated breast cancer, according to research at Natl's Inst. For Env Health Sci.</p>	<p>The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for particulate matter that is 2.5 micrometers or less in diameter (PM2.5). As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the</p>	<p>Particulate Matter (4.6.3)</p> <p>Emissions Burdens Analysis (4.6.5)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
B-59	Hartke, Joe	B-59-1	02/20/2024 - I live blocks away from the current highway and I can often smell brake dust when walking through Linden Grove.	<p>Brake dust is a component of particulate matter that is 2.5 micrometers or less in diameter (PM2.5). The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5. As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since</p>	<p>Particulate Matter (4.6.3)</p> <p>Emissions Burdens Analysis (4.6.5)</p> <p>Construction Impacts (4.11)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-59-2	02/20/2024 - I sit in my back yard and am lulled to sleep by the scream of tires.	<p>The commenter did not provide a specific address or location for their residence. Therefore, only a response regarding noise in the vicinity of the Linden Grove Cemetery, which was referenced by the commenter, can be provided.</p> <p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the portions of the corridor that include the Linden Grove Cemetery in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p>	Noise - Kentucky (4.8.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>As a result of those studies, KYTC is proposing noise barriers on the east side of I-71/I-75 from Kyles Lane to West 12<sup>th</sup> Street, which includes the Linden Grove Cemetery area referenced by the commenter. In accordance with KYTC's noise policy, only noise sensitive receptors within 500 feet of the project corridor were analyzed for noise impacts. The noise studies concluded that the proposed noise barrier will result in a 1 to 7-decibel reduction in noise levels in the portions of the Linden Grove Cemetery that are within 500 feet of the project corridor.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	
		B-59-3	<p>02/20/2024 - I want to be able to walk and bike places, that's why I live downtown but I must deal with this freeway so people can live in inefficient style family homes.</p>	<p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75 corridor and may improve access to transit, employment, healthcare, cultural, recreational, and commercial destinations.</p> <p>At Pike Street and West 12<sup>th</sup> Street/MLK Jr. Boulevard, the project will improve connections to the Lewisburg neighborhood, which was left isolated from greater Covington by the original interstate construction. In Ohio, the bicycle and pedestrian infrastructure will improve connectivity in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will support future planned improvements of regional pedestrian and bicycle networks.</p>	<p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-59-4	02/20/2024 - I commuted across the BSB for ten years and never thought once that it needed to be bigger.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.)
		B-59-5	02/20/2024 - Cincinnati is already a mess with cars I don't know why we can't get transit.	<p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	Purpose and Need (2.)  Travel Patterns and Access (4.1.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-60	Hyland, Bob	B-60-1	<p>02/20/2024 - I'm an associate professor, educator of writing, and affiliate faculty environmental studies at the University of Cincinnati. Speaking today on my own behalf. In eleven years since Concept I-W was concocted in 2012, we have experienced the ten hottest years for average global land and ocean surface temperature anomaly. If we're honest with ourselves, what this means is that the automobile infrastructure we have constructed over the last hundred years and the fossil fuel industry, which moves vehicles on it, is driving us into an existential climate crisis.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) Motor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	Greenhouse Gases and Climate Change (4.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-60-2	02/20/2024 - And yet, in the supplemental environmental assessment for Concept I-W, which you developed contemporaneous to easily accessible emerging data on global heating and an alternative of passenger rail, something that would start to get our country closer to the rest of the world in terms of joining them in modernity and an alternative that would help remove us from the climate crash course the Brent Spence Bridge Corridor Project helps ensure, is conspicuously missing.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	Purpose and Need (2.)
		B-60-3	02/20/2024 - Similar to the failure of the SEA to consider a sufficient alternative given our current understanding of the climate crisis, so too does the SEA fail on its approach to environmental justice consideration, literally just four or five people who filled out demographic data at your EJ sessions for this project identified as minority, while some 105 identified as white.	<p>Opportunities for environmental justice (EJ) communities to offer feedback about the project occurred during targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. Between November 15, 2022 and December 20, 2022, KYTC and ODOT hosted 16 targeted neighborhood outreach meetings (12 small-scale meetings in individual neighborhoods and 4 broad-scale meetings). A total of 418 people signed in at the meetings, excluding the project team. Comments were accepted on a website dedicated to the targeted neighborhood outreach between November 15, 2022 and January 5, 2023. The website was viewed 2,559 times, with 218 individuals choosing to engage by submitting comments or responding to polling questions. While demographic questionnaires were available at all in-person neighborhood meetings, and polling questions on the PublicInput website sought</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>demographic data of participants, providing demographic data was optional. Of the over 600 individuals who actively participated in the targeted EJ/neighborhood outreach activities, less than 20 percent chose to provide demographic data.</p> <p>No additional small pockets of EJ populations were identified during the targeted neighborhood outreach activities. To the extent the project team was able to ascertain, minority and low-income individuals asked questions and offered comments and feedback consistent with other participants in the neighborhood outreach. The project team did not identify any concerns unique to EJ populations. Likewise, unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>EJ communities were also afforded the opportunity to provide feedback during open-house project update meetings that occurred in August 2023 and the associated public comment period. The comments received did not express any concerns unique to EJ communities. Likewise, the project team did not identify any unanticipated additional impacts on EJ populations as a result of the open-house project update meetings.</p>	
		B-60-4	<p>02/20/2024 - Of the many thousands of BIPOC [Black, Indigenous, and people of color] folks living in the lower Mill Creek Valley who have been generational victims of interstate highway projects already, and who will yet again breathe the diesel fumes required to construct this project while simultaneously carrying disproportionate burden of PM 2.5., air toxics cancer risk, air toxics respiratory HI, toxic releases to air and more, you manage to engage just four or five on the demographic questionnaire.</p>	<p>Air quality effects on EJ (minority and low-income) populations were evaluated in an <a href="#">Environmental Justice Analysis Report (January 2024)</a>. Air quality evaluations considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone. In addition, a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on mobile source air toxics (MSAT) emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM2.5 when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM2.5 emissions for the non-EJ population.</p> <p>Completing demographic questionnaires during targeted EJ/neighborhood outreach activities held in late 2022 was optional. Of the over 600 individuals who actively participated, less than 20 percent chose to provide demographic data.</p>	
		B-60-5	<p>02/20/2024 - And offered the West End neighborhood an interpretive plaque. This is unacceptable. As is, from the SEA, it is difficult to conclude anyway, other than the fact that this project intends to create an environmental sacrifice zone, is complicit in perpetuating the racist environmental injustices of interstate projects here in the late fifty's and sixty's and shamefully lacks moral reflection and creative vision from our local, state and national leaders. We need to do better. Thank you.</p>	<p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to EJ populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p> <p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a</p>	<p>Environmental Justice (4.1.7) Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p>	
		B-60-6	<p>02/20/2024 - I have all night until eight. I'm kidding. Thank you again for being here. I hope that you're hearing what you're listening to. Just a few follow up. Based upon the presentation tonight and what the public is trying to say to you noted two historic sites that will be impacted, but to my eye, both looked post-colonial. And so my question for your feedback is, did you consult with any of the Algonquin speaking indigenous people in the area about impacted historic sites? Was that part of your assessment?</p>	<p>FHWA consulted with 13 Federally Recognized Tribes in accordance with Section 106 of the National Historic Preservation Act, as amended, and the implementing regulations at Title 36 of the Code of Federal Regulations part 800: Protection of Historic Properties in November 2022 and August 2023. No concerns related to Federally Recognized Tribes were raised during the consultation process.</p>	<p>Tribal Coordination (4.5.5)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-60-7	<p>02/20/2024 - Also, specifically to Ohio Department of Transportation, on your website, you have a very useful tool where one can select on any county and see what projects ODOT has going on there. What I found interesting, though, was that this project, which is easily the most expensive, I don't know about where it ranks in terms of footprint. I'm guessing it's probably up there, if not the biggest. And yet it's on the third page. A user has to go through the first two pages of Hamilton County projects, most if not all of which have a price tag on them, 2 million, 40 million, et cetera. This project, which was what, 3.9 billion? Was it with a "b", no price tag, and it's on the third page. What are you hiding? Why are you burying it? Why aren't you giving the most expensive project? Why aren't you giving the public the most accessible pathway to participating in it instead of burying it?</p>	<p>Projects on ODOT's website are generally sorted by the project identification (PID) number. Because the BSB Corridor Project originated many years ago, it has an older PID number and automatically sorts further down in the project list. Based on the feedback received from this commenter, the BSB Corridor Project was moved to the top of the both the Hamilton County and statewide lists of projects prior to the conclusion of the in-person hearing in which this comment was offered. The project cost estimate of \$3.6 billion was also added to the ODOT project page. The ODOT website has automatically redirected to the project website (<a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>) since 2022. The project website provides detailed information about the project and provides forms where interested persons can sign up for the project mailing list to be kept informed about the most up-to-date project information.</p>	Public and Stakeholder Involvement (5.1)
		B-60-8	<p>02/20/2024 - Also, about the supplemental environmental assessment, I noticed and therefore have a question. Why do you use euphemism to talk about the negative impacts of the project and dysphemism to talk about the positive mitigations? This obviously is intended to bias the public's perception. It's a disingenuous use of language. The project should be able to stand on its own.</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. The language in the environmental documents prepared for the BSB Corridor Project is consistent with applicable regulations.</p>	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-60-9	02/20/2024 - Finally, will you redo the environmental justice engagement with the support of community engagement professionals.	<p>The project has incorporated robust engagement of EJ populations. Opportunities for EJ communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods. Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, the incorporation of additional noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, additional developable land, and aesthetic features. During the EJ outreach comment period, community members offered additional feedback and suggestions. Every comment was evaluated by the project team, and individual responses were prepared and published on the project website. Furthermore, the project team incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the comments received. Unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	<p>Environmental Justice (4.1.7)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-61	Townsend-Small, Amy	B-61-1	02/20/2024 - I'm a professor in environmental studies program at UC, also speaking on my own behalf. My expertise is greenhouse gas emissions and climate change. I'm also a resident of Covington. I live in this neighborhood just a few blocks south of here, adjacent to exit 191 on I-71/I-75. My primary concern with the plan is that it would lead to increased traffic.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model.</p> <p>Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)
		B-61-2	02/20/2024 - Transportation is the leading source of greenhouse gas emissions in the United States. Most of these emissions come from: number one, personal use cars and	KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The	Greenhouse Gases and



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>number two, trucks. In order for the United States to meet our Paris Agreement goals, we need to reduce transportation emissions. That's our biggest problem with greenhouse gas emissions. We cannot do this by making it easier for people to drive their cars.</p>	<p>greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOTO Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	Climate Change (4.7)
		B-61-3	<p>02/20/2024 - I'm also concerned about increased noise from increased traffic. Noise pollution negatively affects my neighborhood, which is the neighborhood we're in right now, as well as Devou Park, which is one of our</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section</a> (August 2023) and a</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>region's best resources for backcountry hiking and biking. Noise abatement in the plan won't be sufficient to prevent noise pollution in the park, which is above the noise abatement walls.</p>	<p><a href="#"><u>Noise Analysis Technical Memorandum Kentucky – Northern Section</u></a> (November 2022).</p> <p>As a result of those studies, KYTC is proposing noise barriers in Covington on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue, which includes the area that is adjacent to exit 191 on southbound I-71/I-75 (identified as the commenter's area of residence). In accordance with KYTC's noise policy, only noise sensitive receptors within 500 feet of the project corridor were analyzed for noise impacts. The noise studies concluded that the proposed noise barriers on the west side of I-71/I-75 will result in a 4 to 5-decibel reduction in noise levels in the portions of Devou Park that are within 500 feet of the project corridor.</p> <p>KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of I-71/I-75 from Pike Street to West 4<sup>th</sup> Street, which is the neighborhood in which the public hearing venue referenced in the comment is located.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	
		B-61-4	<p>02/20/2024 – In summary, I think a congestion pricing fee that encourages out of state trucks to take interstate 275 instead of a companion bridge is a better alternative. Thank you.</p>	<p>Congestion pricing is a form of tolling. Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In</p>	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the "<a href="#">Documents</a>" page of the project website under the years 2013, 2014, and 2015.</p>	
B-62	Dziad, Lynn	B-62-1	<p>02/20/2024 - I apologize. I wasn't prepared to do this today, so excuse my rambling. I first moved to the Mainstrasse area 20 years ago. We endured the cut-in-the-hill. I'm sure that there are very few of us in this room that believe now that was a benefit. At the time, Mainstrasse was asking itself, who are we and why do people want to live here? The results, and there may have been a consultant involved, turned out to be a mixture of walkability, residential and small business. It's where people want to be. It's where people want to live. It's why I bought here. It's because people don't want to be in a suburb. They don't want to be split off from downtowns that eventually die. They don't want big roads in between where they go. We go to Devou Park. People come to Mainstrasse to enjoy our history and our festivals.</p> <p>I've heard things today like maybe combined into further projects.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Aesthetic enhancements, noise reduction measures, and drainage improvements have also been incorporated into Refined Alternative I (Concept I-W). As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit on community cohesion.</p>	<p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-62-2	02/20/2024 - By the way, one of your signs back there has a current sidewalk through way going through my yard. It's not real at all. I'm next to a parking lot which is full of cars which nobody from the city can even agree on who rents it to whose business' cars.	Based on the feedback provided by the commenter, it was determined that an existing sidewalk trail in Covington and outside of the limits of the Brent Spence Bridge (BSB) Corridor Project was incorrectly shown on the multimodal enhancements exhibit at the public hearing. An existing sidewalk trail connecting the shared-use path along the Ohio River and the Goebel Park Complex (generally located along Bakewell Street and the area described by the commenter does not exist and has been removed from the exhibit. Corrected versions of the exhibit have been posted on <a href="http://www.PublicInput.com/bsbc">www.PublicInput.com/bsbc</a> and the project website ( <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a> ).	Travel Patterns and Access (4.1.4)
		B-62-3	02/20/2024 - Noise equals depression, health concerns. We're here because it's a neighborhood, not because we want it to be at an underpass. We appreciate the addition of the noise barrier that you've just put up there.	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>As a result of those studies, KYTC is proposing noise barriers on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue and on the east side of the highway from south of Edgecliff Road to Pike Street. KYTC is also going above and beyond its noise policy and proposing a noise/visual screening barrier on the east side of the highway from Pike Street to West 4<sup>th</sup> Street. These proposed noise barriers and noise/visual screening barrier will provide sound reduction within the City of Covington, which is the area referenced by the commenter.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	Noise - Kentucky (4.8.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-62-4	02/20/2024 – But we need more pools, not less, more trees, more bats, not less. The swamp that's down there now is why the bats are here. We prefer that you fix things, not cause more damage.	<p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way and 0.07 acre of temporary easement from the Goebel Park Complex. The land to be acquired includes 0.50 acre in Kenney Shields Park, which is currently being utilized for two basketball courts and associated resources such as parking and sidewalks providing access to the courts. The land acquisition also includes 2.34 acres in Goebel Park. This land is low-lying, prone to flooding, and contains a mixture of mown grassy areas and groups of mature trees. The recreational use of the land to be acquired in the Goebel Park portion of the complex consists of a 360-foot section of walking trail that stretches through the complex. Interstate widening will also place the highway lanes closer to the park, which will result in proximity impacts to an outdoor pool.</p> <p>To mitigate impacts to the Goebel Park Complex, KYTC is returning 2.23 acres of land that is currently occupied by the West 5<sup>th</sup> Street ramp to the park. Other impacts to the Goebel Park Complex will be mitigated through reconstruction of the walking trail within the complex and funding for the development of a new Goebel Park Master Plan, and replacement and enhancement of the basketball courts or other outdoor recreational facilities in the park. To mitigate impacts to the outdoor pool, approximately \$1,337,400 of project funds will be allocated to the construction of a new outdoor pool and associated facilities or other comparable aquatic facility serving the same recreational purpose within the Goebel Park Complex to be established during the new master planning process facilitated by the City of Covington. Given the identified mitigation measures, the Goebel Park Complex will continue to provide an outdoor pool or a comparable aquatic facility for community use. In addition, the 2.23 acres of replacement land will be at a higher elevation than the impacted area, which will reduce flooding in the park.</p> <p>Refined Alternative I (Concept I-W) will disturb or remove 4.38 acres of riparian forested habitat, which will result in the loss of potential foraging areas for the federally</p>	<p>Threatened or Endangered Species (4.2.4)</p> <p>Goebel Park Complex (4.13.3)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>endangered gray bat. Approximately 90.00 acres of forested habitat that will be removed by Refined Alternative I (Concept I-W) may serve as foraging or maternity areas for federally endangered Indiana bats; suitable habitat for the federally endangered northern long-eared bat. Impacts to the Ohio state listed endangered little brown bat and tricolored bat are also expected due to tree removal in Ohio. No evidence of potential hibernacula in proximity to the project or use or presence of bats along the bridges in the project area was found. The tricolored bat has also been proposed for listing as a federally endangered species.</p> <p>Refined Alternative I (Concept I-W) incorporates several measures to minimize and mitigate effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				minimize and mitigate effects to federally and state listed bat species.	
		B-62-5	<p>02/20/2024 – When I first bought my house around 2001, the first design came out shortly thereafter, quietly. Just a large graphic online. And that was when we discovered that the 5<sup>th</sup> Street exit in Covington had been completely cut off from your plans. It took community fighting to get those exits and entrances back. So, I'm just here to remind everyone, please don't stop with whatever they're offering. There are alternatives if we keep pushing.</p> <p>Don't accept the midland promises that sound like a promise, but really aren't. And maybe we'll put something comparable to a pool back. What we have here is a jewel and we need to protect it and fight for it.</p>	<p>Public involvement and agency coordination have continued since the approval of the 2012 Environmental Assessment and Finding of No Significant Impact. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; holding Project Advisory Committee, aesthetic committee, and aesthetic subcommittee meetings; conducting 12 small-scale and 4 broad-scale targeted environmental justice/neighborhood outreach meetings; holding 2 open-house style project update meetings; coordinating with consulting parties regarding the project's effects on historic properties; and coordinating with federal, state, and local agencies.</p> <p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>KYTC and ODOT have evaluated and responded to all comments received during the project's development. The design of Refined Alternative I (Concept I-W) has been refined in several locations in direct response to public comments. Based on preliminary investigations, several additional refinements suggested during public involvement activities may be feasible and will be evaluated during the proof-of-concept phase of the Phase III progressive design-build contract. Refinements that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public availability of the supplemental</p>	<p>Travel Patterns and Access (4.1.4)</p> <p>Public Involvement and Agency Coordination (5.)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p> <p>Public and stakeholder outreach will continue throughout the design and construction of the project. As detailed in the project <i>Public Engagement Plan</i>, which is incorporated into the <a href="#">Public Involvement Summary (January 2024)</a>.</p>	
		B-62-6	<p>02/20/2024 - Just by way of an example. Yes, mass transit. Excellent. We have the South Bank Shuttle. It keeps a lot of traffic down from the stadiums and spreads it out to neighborhoods. People come and visit us on their way to and from games. It's a great thing. I think it should be enlarged tenfold and if the trucks would just circle around, we wouldn't have so much destruction to where we love to live. My third comment quickly. Can't remember the 2X bus is why I bought my house. It went to the airport. I was a flight attendant for 23 years and forced out of Florida when an airline closed. That 2X doesn't even come to Kentucky anymore. Goes from Cincinnati downtown to the airport. It's another suburb that got cut off.</p>	<p>The project purpose and need is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. This includes accommodating freight traffic that is using the interstate system.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing BSB. The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the area completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>truck ban would also present difficulties in terms of enforcement. Therefore, diverting truck traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanding transit routes would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative.</p> <p>The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-63	Baker, Nick	B-63-1	<p>02/20/2024 – I'm representing the Holiday Inn Cincinnati Riverfront in Covington, just a few streets away. Mine are more questions, you know. I'm being asked a lot of questions by our revenue management teams, our ownership companies, how it's going to impact, how much, or, you know, what the value of the hotel is, you know, if they're looking to sell it, whether or not it's a good time to sell, whether it's a good time to hold. So, what's the immediate impact to the hotels, to the hotel community? How many room-nights can we expect from construction companies, you know, from planning teams, you know? All different phases of the project, you know.</p>	<p>The Holiday Inn Cincinnati Riverfront in Covington will not be directly impacted by Refined Alternative I (Concept I-W). Determining information regarding revenue, property value, market factors, and utilization by construction crews for this specific business or the hotel community is beyond the scope of the Brent Spence Bridge (BSB) Corridor Project. Therefore, no response, other than to document the comment as received, can be provided.</p> <p>Businesses and individuals interested in working on the project or provide services to project personnel may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrent.Spence@walshgroup.com">WalshKokosingBrent.Spence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "<a href="#">Work With Us</a>" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	Economy and Employment (4.1.6)
		B-63-2	<p>02/20/2024 - And then also I would like to see the visual and the noise barrier go a little bit further down towards Third Street where we're at, because we do get a lot of complaints already on highway noise where we're located, right there on Third Street. So, if at all possible, we can think about the visual and the noise barrier going down a little bit further.</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Covington portions of the project corridor in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>Those studies concluded that a noise barrier would not benefit any of the noise sensitive receptors west of I-71/I-75 in the vicinity of West 3<sup>rd</sup> Street, which includes the area where the Holiday Inn Cincinnati Riverfront in Covington is located. Because a noise barrier was not determined to be either feasible or reasonable, KYTC is not proposing either a noise barrier or a noise/visual screening barrier in this area.</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-63-3	<p>02/20/2024 - And then my other thing is just the frustration on how long it's taken. So, I know I started back here. I worked in 2011, 2013 in Covington, was talked about 2015 in Covington and then again 2023. And they just keep on asking, when is this bridge project going to get started? When's this bridge project going to get started? So, I think people are ready for it to either get started or how many more hearings do we have to have? Let's just get started. But appreciate all you guys do. Thank you very much.</p>	<p>Detailed cost estimates were developed for the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) and were an important consideration in the identification of the selected alternative (Selected Alternative I). In accordance with standard practice for preliminary project development, specific funding mechanisms were not identified at that time. Once the 2012 EA/FONSI were finalized, KYTC and ODOT began the next steps to identify specific funding mechanisms for the project. At the same time, KYTC and ODOT conducted additional studies and to identify ways to reduce project costs and impacts, further improve the project design, and provide additional benefits. These combined efforts culminated in a set of refinements to Selected Alternative I (from the 2012 EA/FONSI) that have been designated Refined Alternative I (Concept I-W) and are the focus of the supplemental EA.</p> <p>In 2021, ODOT secured the funding to complete detailed design and prepare contract plans for Phases I and II of the project. ODOT also secured the funding to construct Phase II beginning in 2026. In November 2021, the United States Congress passed the Infrastructure Investment and Jobs Act – also known as the “Bipartisan Infrastructure Law” – which created new programs to fund key infrastructure priorities and create more funding opportunities for local governments. In December 2022, KYTC and ODOT received federal funding grants worth \$1.635 billion for the remaining elements of the project and have since developed detailed funding plans for their portions of the project costs.</p> <p>With the necessary funding currently in place and anticipated approval of the supplemental EA in the first half of 2024, construction on Phase III of the BSB Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II (Linn Street to Findlay Street in Ohio) is expected to begin in 2026 with completion in 2031. Construction of Phase I</p>	<p>Project Description (1.1)</p> <p>Project History (1.2)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				(Findlay Street to Marshall Avenue in Ohio) is expected to begin in 2029 and be completed in 2032.	
B-64	Butler, Matt	B-64-1	02/20/2024 - I'm Matt Butler with the Devou Good Foundation. The SEA erroneously discounts the project's harms to nearby minority residents. The supplemental environmental assessment attempts to discount environmental justice concerns regarding disproportionate adverse impacts on minority communities by claiming any harm to minority populations will not be predominantly borne by majority populations and are not appreciably more severe or greater in magnitude than those experienced by non-minority populations. This completely ignores the fact that the states and the region are highly segregated and the fact that the residents in these minority neighborhoods are already disproportionately harmed by existing pollution.	<p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on environmental justice (EJ) populations. The EJ analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and the National Environmental Policy Act (NEPA)</i> (December 16, 2011).</p> <p>As part of the EJ analysis, demographic characteristics for U.S. census block groups in the EJ study area were determined using 5-year census data from the American Community Survey (ACS) for 2016-2020 and were compared to demographic data for the states, counties, cities, and EJ study area to identify the presence of EJ populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Specific to air quality effects on EJ populations, evaluations considered particulate matter that is</p>	Environmental Justice (4.1.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone. In addition, a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on mobile source air toxics (MSAT) emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM2.5 when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM2.5 emissions for the non-EJ population.</p>	
		B-64-2	02/20/2024 - I'm requesting ODOT do a full EIS.	The analysis documented in the supplemental Environmental Assessment (EA) has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA	N/A



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	
		B-64-3	02/20/2024 - In census tracts 607, 650, 651 which straddled the eastern side of the Brent Spence Bridge Corridor expansion area in Covington, black residents reside in a greater proportion, 14.1, 13.1 and 33.1% than their share of the city's population and in a much greater proportion than their share of the state's population and census tracts 616, 650, 616, which straddled the western and eastern sides of the Brent Spence Bridge Corridor expansion area in Covington, Hispanic residents reside in a greater proportion, 17.5, 12.6 and 9.6%, than their share of the city's population and in a much greater proportion than their share of the state's population. And in census tracts 263-2692 and 264, which straddle the eastern and western side of the Brent Spence Bridge Corridor expansion area in Cincinnati, black residents reside in a greater proportion than their share of the city's population and in a much greater proportion than their share of the state's population.	<p>The EJ analysis for the supplemental EA was conducted in accordance with all applicable federal and state guidelines. Where differences in methodology occur, the most conservative and inclusive approach was followed. The <a href="#">Environmental Justice Analysis Report</a> provides a detailed description of the methodology employed in the analysis of the effects of Refined Alternative I (Concept I-W) on EJ populations.</p> <p>The demographic makeup of the EJ study area was identified using census data from the 5-year American Community Survey estimates for 2016-2020. Demographics were analyzed at the block group level, as defined by the U.S. Census Bureau 2020 decennial census geographic boundaries. Census block groups are a smaller geographic area than census tracts and allow for a more detailed and targeted EJ analysis.</p> <p>In accordance with Executive Order 12898 and the <i>Promising Practices for EJ Methodologies in NEPA Reviews: Report of the Federal Interagency Working Group on Environmental Justice &amp; NEPA Committee</i> (Promising Practices Report) (March 2016), minority and low-income populations within the EJ study area were identified using a meaningfully greater analysis.</p> <p>The meaningfully greater analysis identifies areas where the minority or low-income population percentage is meaningfully greater than the minority or low-income populations within an established reference community. For this project, the EJ study area was chosen as the reference community, and any percentage higher than the reference community was deemed to be meaningfully greater.</p> <p>Orders issued by USDOT and FHWA define low-income as a person whose median household income is at or</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>below the Department of Health and Human Services guidelines. The EJ analysis for the supplemental EA designates low-income as 1.99 times the poverty thresholds established by the U.S. Census Bureau. This represents a more inclusive definition for low-income that exceeds the minimum federal poverty guidelines and represents a strong commitment by KYTC and ODOT to going above and beyond in addressing EJ on the Brent Spence Bridge Corridor Project.</p> <p>Minority populations are concentrated in the southeastern portion of the EJ study area in Kentucky and throughout the EJ study area in Ohio. Low-income populations are broadly dispersed throughout the EJ study area and are located directly adjacent to the project corridor. Mapping showing the locations of census block groups with minority and low-income populations in the EJ study area is included in the supplemental EA.</p>	
B-65	Mangan, Sue	B-65-1	02/20/2024 - I'm here as a resident of Cincinnati and my major emphasis is to support everything you can do to be more as much as environmentally conscious as possible. I like what I'm seeing about the drainage and stormwater improvements and the impact of wetlands and streams.	The commenter's support for the mitigation and enhancement measures incorporated into the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.	N/A
		B-65-2	02/20/2024 - I also am concerned about neighborhoods that were negatively impacted in the last bridge and reconnecting those neighborhoods and offering them more opportunities to become part of the city instead of separate from the city.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.	Purpose and Need (2.) Future Design Refinements (3.7) Neighborhood and Community Cohesion (4.1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-65-3	<p>02/20/2024 - I like seeing that you have a lot of walk paths and bike trails, mixed use bike and walk paths incorporated in your plans. I would hope that you can keep those as separate from the road as possible for safety reasons and just to make people more inclined to use them.</p>	<p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort.</p>	<p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>
		B-65-4	<p>02/20/2024 - I am wondering about the infrastructure going across the Western Hills Viaduct that I would hope that you would include in that infrastructure the potential for rail to be installed there eventually. It's my understanding that can happen if you include</p>	<p>The bridges that carry traffic across the Western Hills Viaduct to Central Parkway are being designed and constructed as part of the Western Hills Viaduct project, a separate project with independent utility and completed environmental review that is being developed by the City of Cincinnati. ODOT is coordinating design and</p>	<p>Project Description (1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			that in your infrastructure for the Western Hills Viaduct.	construction of the Western Hills Viaduct project with the design and construction of the BSB Corridor Project.	
B-66	Ankrum, Andrea	B-66-1	02/20/2024 - I'm with the northern Kentucky Sierra Club, which is an environmental group. We all know that the Brent Spence Bridge needs to be overhauled, upgraded and improved. I-71/75 is a major north south cargo route with millions of cars and trucks traveling this route every year. This produces a lot of traffic-related air pollution or trap and affects those living closest to the highway the most. The air pollution is increased when traffic backups occur, which is a routine occurrence near the Brent Spence Bridge. In order to reduce the negative health effects of traffic. Traffic needs to flow across the Brent Spence Bridge with minimal backups. This project is important.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will reduce congestion and improve traffic operations throughout the project area. Air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p>	<p>Purpose and Need (2.)</p> <p>Traffic (3.8)</p> <p>Air Quality (4.6)</p>
		B-66-2	02/20/2024 - We appreciate the environmental considerations that are discussed in the Environmental Assessment report and request that the best management practices outlined in the plan are strictly followed in order to limit the potential impact of the environment during construction. We request that an independent group be allowed to monitor the BMPs and construction activities to ensure that all plans are being implemented and adhered to. This includes, but is not limited to, erosion control to protect water quality, minimizing tree removal and habitat loss for wildlife, management of oil spills, protection of groundwater, monitoring of stormwater to ensure proper management of interstate runoff, and temporary impact to air quality.	<p>Environmental commitments have been incorporated into the project include best management practices (BMPs) to ensure continuous erosion control throughout the construction and post-construction period; minimizing tree removal and associated habitat loss; preparing a Spill Prevention Control and Countermeasures Plan during construction; preparing a groundwater protection plan during construction; the separation of interstate runoff in the project area from existing combined sewers in Kentucky and Ohio; implementing a dust control plan during construction, and implementing an ambient air quality monitoring program during construction.</p> <p>Per Title 23 of the Code of Federal Regulations section 771.109(b)(1), KYTC and ODOT, in cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental Environmental Assessment and the final environmental decision documents unless FHWA approves of their deletion or modification in writing. FHWA will ensure that</p>	Environmental Commitments (Section 6. and ES-Table II)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>this is accomplished as a part of its stewardship and oversight responsibilities.</p> <p>The Brent Spence Bridge (BSB) Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i>. For more information about <i>Project Management Plans</i>, please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a>.</p> <p>KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance. The ODOT project managers for the Phase I, Phase II, and Phase III contracts and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental Environmental Assessment and the final environmental decision documents.</p> <p>Compliance with the environmental mitigation and enhancement commitments for the BSB Corridor Project will be evaluated and documented by the ODOT project managers for Phase I, Phase II, and Phase III following completion of the final design and construction phases of each contract.</p> <p>The project mitigation measures and environmental commitments (including permits) will be reviewed at the pre-construction meetings with ODOT's construction staff, KYTC's construction staff, and the contractors. The BSB Corridor Project will be reviewed during construction by ODOT's district staff and KYTC's district staff to ensure that the mitigation measures and environmental commitments are carried out and to determine if additional mitigation measures and environmental</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>commitments are needed. In addition, monthly status reports submitted to FHWA will include updates on mitigation measure and environmental commitment monitoring and status.</p> <p>Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts.</p>	
		B-66-3	<p>02/20/2024 - The plan discusses the implementation of an ambient air quality monitoring program and a dust control plan for sensitive areas in the corridor, including areas utilized by children and environmental justice communities. Air quality monitoring is extremely important to ensure construction activities are not negatively impacting the local population, and this data should be available to the public in real time. We support a Brent Spence Bridge project that is conscientious of the environmental impact that construction activities have on the local population, land, and wildlife. We look forward to understanding how the project will communicate with the local community about how the best management practices will be monitored and enforced. Thank you.</p>	<p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. KYTC and ODOT will also develop and implement an ambient air quality monitoring program for sensitive areas within 500 feet of the project corridor, including areas utilized by children, schools, parks and recreation areas, and hospitals. Additional details related to the ambient air quality monitoring program will be determined during detailed design, including locations, times, and durations of air quality monitoring; protocols to address any exceedances of the National Ambient Air Quality Standards (NAAQS) should they be observed; and how monitoring and enforcement data will be made available to the public.</p> <p>During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. The website will provide an email address and phone number for the public to contact the contractor's designated representative with questions, concerns, or complaints regarding ongoing or planned construction activities.</p>	Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-67	Keller, Jim	B-67-1	<p>02/20/2024 - I'm a resident of Kentucky. We live on the Fort Mitchell, Fort Wright borderline, and in the last 27 years we've lived there, our noise levels have increased dramatically. This seems like a perfect time to address noise levels, but I'm not confident of the studies that have been done so far. I'd like to know what role terrain plays in the noise assessment because we live on a hillside and the interstate is elevated, but I think there's some misrepresentation of numbers there. I would like to have some more information about.</p>	<p>The commenter did not provide a specific address or location. Therefore, only a general response regarding noise in the vicinity of the boundary between Fort Mitchell and Fort Wright can be provided.</p> <p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the Fort Mitchell portions of the project corridor in a <a href="#">Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section (August 2023)</a>. The noise analysis methodology accounts for the elevations of noise sensitive receptors as well as the vertical and horizontal alignment of the roadways. As a result of that study, KYTC is proposing noise barriers on southbound I-71/I-75 north of Dixie Highway and on northbound I-71/I-75 from Dixie Highway to Kyles Lane. Both of these locations extend into portions of Fort Mitchell and Fort Wright.</p> <p>KYTC also prepared a <a href="#">Technical Memorandum: Additional Traffic Noise Assessment Kentucky Southern Section (February 2023)</a> that evaluated extending the noise analysis area further west to include a noise barrier for residences in the vicinity of Summit Lane in the Fort Mitchell Heights subdivision. The technical study also evaluated extending noise barriers to provide noise reduction for additional businesses with exterior uses, a hotel, and a day care center west of I-71/I-75 between Kyles Lane and Dixie Highway. Both of these locations are near the Fort Mitchell/Fort Wright boundary. Based on the evaluation, KYTC determined that extended noise barriers in these areas were not reasonable nor recommended.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-67-2	02/20/2024 - I also know that our streets, just tonight, that our streets on the historic district is not on the historic district map is designated to Fort Mitchell, but we are a historic district. I don't if that matters, if that makes any difference.	Cultural resources in the project's area of potential effects were evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (Section 106) and implemented through Title 36 of the Code of Federal Regulations (CFR) part 800. In 2022, the area of potential effects in Kentucky was updated to encompass the most recent disturbance limits for Refined Alternative I (Concept I-W). The Fort Mitchell Heights Historic District, which is in the area referenced by the commenter, is located outside of the 2022 area of potential effects and was not assessed in the 2022 cultural resources studies. As a result, it was not shown on mapping on display at the public hearings.	Area of Potential Effects (4.5.1) History/Architecture Resources (4.5.2)
		B-67-3	02/20/2024 - My final question is about the cost for benefited receptor. In the information that we receive, that cost has been anything between \$14,356 and \$40,000 per benefited receptor. So, I'd like some clarification about that, please, and I would like the opportunity to discuss with the transportation cabinet at any time that's possible.	To be cost effective, the KYTC <i>Noise Analysis and Abatement Policy</i> has established \$40,000 as a reasonable maximum threshold for the cost per benefited receptor (CBR). The CBR is defined as follows: $CBR = (\text{Cost of Noise Barrier } (\$)/\text{Number of Benefited Receptors})$ where (1) the cost of noise barrier is the total anticipated cost of the noise barrier including design, right-of-way, utilities, and construction. For the noise analyses prepared for the Brent Spence Bridge Corridor Project, an average cost of \$32 per square foot of barrier wall was assumed and (2) the number of benefited receptors is the total number of receptors receiving a noise reduction of at least 5 decibels (A-weighted scale).	Noise - Kentucky (4.8.1)
B-68	Baer, Logan	B-68-1	02/20/2024 - I'm a resident here in northern Kentucky, actually in Newport, but I use this bridge all the time. I come to Covington all the time. So, I guess I just had a few questions for ODOT and KYTC. In particular, looking at the I-65 Abraham Lincoln Bridge project in Louisville. They doubled the size of the bridge like we're trying to do here, but as a result they need to pay for it. They put a toll on the bridge and then traffic numbers halved from prior to the construction to afterwards. Fewer cars were	The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The Brent Spence Bridge (BSB) Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			going over the bridge, even though the toll was not necessarily targeting everyone equally. I just would like to know if KYTC, ODOT, or the federal DOT has thoroughly considered using tolling rather or congestion pricing to reduce unnecessary induced demand over the bridge.		
		B-68-2	02/20/2024 - In addition to that, I think it's a great question. Is there going to be capability for rail to be added in the future to this bridge? We have a major international airport in Covington and further off in Covington Airport. Will that ever be able to be connected downtown via this bridge?	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	Purpose and Need (2.)
		B-68-3	02/20/2024 - And in terms of the questions of safety, the real question on my mind is, yes, it seems like safety for motorists, but for frontage roads, are we going to be seeing things like bump outs? Are we going to be seeing traffic calming from off ramps? Because right now every off ramp, if you're walking around in, say, Mainstrasse, you're walking near the off ramp, they come off pretty fast, even if there is a traffic light there. So, I'd like to know if the	Refined Alternative I (Concept I-W) will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by	Traffic (3.8) Refined Alternative I (Concept I-W) and Purpose and Need (3.9)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			design of the frontage roads and the offramps will design for slower speeds, not just signage. That leaves that for the city to enforce poor design. Thank you for your time.	<p>providing a larger buffer for vehicles. In addition, two existing one-way bridges on Ezzard Charles Drive over I-75 will be replaced with one combined two-way bridge to reduce the high number of wrong-way crashes occurring at this location. The <a href="#">Interchange Modification Study Addendum</a> (December 2023) documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the OKI <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be installed in underpass areas to improve safety and security for pedestrians and bicyclists.</p>	
		B-68-4	02/20/2024 - Just one other thing I wanted to point out. One, the price tag. It is large. I know how the large projects often have large price tags.	A Cost, Schedule, and Risk Assessment workshop held by FHWA and the project team in October 2022 confirmed that the total project cost estimate is \$3.6 billion in the year of expenditure, which includes all costs required to deliver the project, including but not limited to planning, design, right-of-way acquisition, construction, construction management services, and agency labor.	Cost Estimates (3.6)
		B-68-5	02/20/2024 - I've been following the Bridge Forward project on the Cincinnati side. The proposal to do to 75/71 what we did with Fort Washington Way in, burying it, eventually capping it over to reconnect neighborhoods. But the proposal I've heard beyond minor engineering problems would be rejected, primarily because it would add around	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I	Purpose and Need (2.) Alternatives (3.) Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>\$150,000,000 extra. That's a big number, too. That would only be adding around 5% to the total project budget, which, knowing how these projects go, this will probably overrun that budget, too, because that's how government projects almost always work.</p>	<p>(Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract</p>	<p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>objectives, and have support at the local level may be incorporated into the project.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-68-6	<p>02/20/2024 - One other thing is that in every projection of traffic flow, traffic numbers I have seen for the Brent Spence Bridge, going back to about the year 2000, every single one of them says that, hey, we're going to be around 180,000. We're going to be around 200,000. And I work in construction, so I might read these numbers wrong, but from what I've seen, the actual numbers today are much lower than that. Like missing the mark by nearly 80,000, maybe 90,000. Again, I'm not a science guy, but I would like to ask if anyone from ODOT, KYTC could get back to me on what the actual traffic numbers are, not what the projections are. Because every projection I've seen has been brutally wrong. And it seems like a self-fulfilling prophecy for traffic engineers to make an excuse for their own jobs.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019. ODOT, KYTC, and OKI report traffic counts for the BSB on their websites; however, the average annual daily traffic reported by each agency are developed using different methods and count sources based on each agency's standard practices and procedures. In addition, the daily volume on the BSB varies substantially by the day of the week. Based on a review of the published average annual daily traffic volumes and continuous count data provided by OKI, the base year 2019 traffic volume on the BSB was determined to be approximately 160,000 vehicles per day.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>Traffic projections prepared during the preparation of the 2012 Environmental Assessment estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-68-7	<p>02/20/2024 - And again, the induced demand, the congestion pricing. Thank you very much. Thank you for coming.</p>	<p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips).</p> <p>The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	<p>Funding (1.2.1) Traffic (3.8)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p>	
B-69	Seifert, Haley	B-69-1	<p>02/20/2024 - I am a resident of Cincinnati as well as a student at the University of Cincinnati. The word safety has been thrown around here today, but whose safety are you actually concerned about?</p>	<p>Refined Alternative I (Concept I-W) will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. In addition, two existing one-way bridges on Ezzard Charles Drive over I-75 will be replaced with one combined two-way bridge to reduce the high number of wrong-way crashes occurring at this location. The <a href="#">Interchange Modification Study Addendum (December 2023)</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be</p>	<p>Traffic (3.8) Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				installed in underpass areas to improve safety and security for pedestrians and bicyclists.	
		B-69-2	02/20/2024 - Because there is no way to say you are concerned about safety when in my hands are statistics about current air pollution being produced by the traffic in the corridor today. That air pollution is between 150,000 to 160,000 per vehicle and are only expected to increase.	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-69-3	<p>02/20/2024 - as well as the harm that will happen not only to our community members, but to our houseless population being displaced even more.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Environmental Justice (4.1.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Unhoused individuals are sometimes present in public spaces in and near the project area, including areas under bridges in the transportation right-of-way. Unhoused individuals who may be present in the project area are transient in nature, and the number of individuals varies at any given time. There are several organizations within the region that provide support to unhoused persons. Within ½-mile of the project area, the David and Rebecca Barron Center for Men provides beds, meals, and support services for men who are unhoused. A Winter Shelter providing shelter to unhoused single men and women operates at the same location between December and February. Neither these facilities nor the support services they provide for unhoused individuals will be impacted by Refined Alternative I (Concept I-W). If unhoused individuals are impacted by construction, KYTC and ODOT will coordinate with local agencies to notify such individuals through existing state and local processes.</p>	
		B-69-4	02/20/2024 - I ask that there be a second 3 <sup>rd</sup> party evaluation done to inspect the impacts done by this bridge. Thank you.	<p>Consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.109 and 771.119, FHWA, KYTC and ODOT are responsible for managing the environmental review process and the preparation of the appropriate review documents, and FHWA is responsible for issuing the final decision for an action. The supplemental Environmental Assessment (EA) has been prepared consistent with 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project</p>	Introduction (1.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				activities that were not expressly included in the approved 2012 EA/ FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.	
		B-69-5	02/20/2024 - Thank you guys again for being here. I did have one question for you. In the environmental justice portion of this. In the survey done with the community, who exactly did you interview for these surveys? Because this 95% of people who are white that have answered the demographics, are they actual homeowners or are they landlords to people in these areas? Because if that is the case, then you are not listening to residential people at all. You are completely ignoring the residential people in the downtown Cincinnati area as well as the West End. Please, please, I beg of you to go in and talk to these people. I doubt these people would be okay with you completely destroying their homes just so you can have more infrastructure and getting semi-trucks through the downtown Cincinnati area. Thank you.	<p>Refined Alternative I (Concept I-W) will remove four residences. Two of these residences are tenant occupied, and none is located in downtown Cincinnati or the West End neighborhood.</p> <p>Opportunities for environmental justice (EJ) communities to offer feedback about the project occurred during targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. Advertisements about public involvement activities were distributed to both property owners and tenants. Between November 15, 2022 and December 20, 2022, KYTC and ODOT hosted 16 targeted neighborhood outreach meetings (12 small-scale meetings in individual neighborhoods and 4 broad-scale meetings). A total of 418 people signed in at the meetings, excluding the project team.</p> <p>Comments were accepted on a website dedicated to the targeted neighborhood outreach between November 15, 2022 and January 5, 2023. The website was viewed 2,559 times, with 218 individuals choosing to engage by submitting comments or responding to polling questions. While demographic questionnaires were available at all in-person neighborhood meetings, and polling questions on the PublicInput website sought demographic data of participants, providing demographic data was optional. Of the over 600 individuals who actively participated in the targeted EJ/neighborhood outreach activities, less than 20 percent chose to provide demographic data.</p> <p>All meetings were attended by residents of the targeted neighborhoods. Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W),</p>	<p>Relocations (4.1.5)</p> <p>Environmental Justice (4.1.7)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>including the reduction of the project footprint, the incorporation of additional noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, additional developable land, and aesthetic features. During the EJ outreach comment period, community members offered additional feedback and suggestions. Every comment was evaluated by the project team, and individual responses were prepared and published on the project website. Furthermore, the project team incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the comments received. Unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	
B-70	Curtiss, Elizabeth	B-70-1	02/20/2024 - I live along the I-71 corridor in Cincinnati and I'm pretty appalled at the lack of mass transit and other options that are convenient to get people downtown and across the river. So, my question is, in terms of the number of lanes on the new bridge, how much of that is considered to be brought from 71 as opposed to 75, and can there be more?	The new companion bridge included in Refined Alternative I (Concept I-W) will have five lanes on each deck. Each deck will consist of three lanes for I-75 traffic and two lanes for I-71 traffic.	Project Description (1.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-70-2	<p>02/20/2024 - I don't think you could do much to mitigate the traffic on 75. It's a major north south for many more states than our own. But 71, I think, really is a prime target for congestion pricing, rail alternative, even just more buses or any of those things to get traffic off of 71. And that could perhaps help a little bit with the size of the new bridge and certainly the amount of pavement in the downtown.</p> <p>A few weeks ago, I went to a meeting up in over the Rhine about streetcar expansion options. And people were saying, well, what about Kentucky? What about Kentucky? And the response was, well, Kentucky doesn't want to be involved in streetcars. And that may or may not be true, but I certainly would want to know more about that because a lot of the traffic across the bridge over the course of my life has been these very short little jaunts that you come over to someplace that's really close by and I don't know why. Some kind of local option like a streetcar connection, although I'm not saying it has to be a streetcar connection, but I don't know why that kind of individual automobile alternative is not more fully explored. It took me forever to get a TANK bus coming through, and it was rush hour.</p>	<p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The Brent Spence Bridge (BSB) Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p> <p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The BSB Corridor Project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude</p>	<p>Funding (1.2.1) Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
B-71	Weyand-Geise, Nate	B-71-1	<p>02/20/2024 - I'm a resident at [REDACTED] John Street, which is in West Covington, a neighborhood really close to the Brent Spence project. I'm an urban planner, and I've come to research a lot of the history of highway design, and I'm very concerned about the impacts that will come from this project. Knowing the historical impacts of highway designs, the impacts that we have come to understand are white flight, urban disinvestment, pollution from the last round of highway expansions. As we double down on this infrastructure, are we going to come to expect the same things to happen? We'll be replicating the same infrastructure, which is going to cause the problem. Highways cause the problem that we're now dealing with, and we're trying to solve it with another highway.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>KYTC and ODOT have worked to avoid and minimize impacts during the development of the Brent Spence Bridge Corridor Project. Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>
		B-71-2	<p>02/20/2024 - Highways across the country have shown how we divide places as much as these projects connect the suburbs, they've divided neighborhoods like my own from the most walkable part of Covington, which is Mainstrasse. I love having a friend down there, walking down,</p>	<p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75</p>	<p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>grabbing a slice of pizza, being in traffic inside Goodfellas, talking to neighbors, seeing people come up. I want to be in that type of traffic: people traffic, not car traffic. Use this money to build infrastructure that reconnects our neighborhoods. Living just on the other side of the highway, I see the threshold every day as I cross it. I love that there's a Lexus dealership. Would love to buy a Lexus one day, but I don't think that's benefiting me and many of the people who live in West Covington. Mainstrasse is a walkable place. Let's replicate that awesome place across the rest of our region, not by doubling down on the infrastructure that moves people out of them, but building more that brings them back to our cities.</p>	<p>corridor and may improve access to transit, employment, healthcare, cultural, recreational, and commercial destinations. At Pike Street and West 12<sup>th</sup> Street/MLK Jr. Boulevard, the project will improve connections to the Lewisburg neighborhood, which was left isolated from greater Covington by the original interstate construction. In Ohio, the bicycle and pedestrian infrastructure will improve connectivity in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will support future planned improvements of regional pedestrian and bicycle networks.</p>	
<b>B-72</b>	Nicaise, Nolan	B-72-1	<p>02/20/2024 - I'm an urban planner and environmental scientist and resident in Covington. I disagree that the taking of the land in Goebel Park is in fact de minimis. Covington will lose valuable parkland and yield a net loss of public space. Additionally, the loss of a public pool is detrimental to the community and childhood development. The state compensation of \$1.3 million is inadequate to replace a public pool. Anyone would know that. This is why, as an elected commissioner of the city of Covington, I was not in favor of accepting this plan as de minimis.</p>	<p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way, including 360 feet of walking trails, two basketball courts, and associated resources from the Goebel Park Complex. Interstate widening will also place the highway lanes closer to the park, which will result in proximity impacts to an outdoor pool. Impacts will be mitigated through the provision of replacement land; reconstruction of the walking trail within the complex; and a financial commitment from KYTC for the development of a new Goebel Park Complex Master Plan (\$100,000), replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park (\$94,500), and a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park (\$1,337,000). Noise/visual screening barriers are also proposed to provide enhanced sound reduction in the complex. In addition, the separation of interstate runoff from the combined sewer system will reduce flooding and combined sewer overflows in the complex.</p> <p>The funding provided for the Master Plan, relocation of the basketball courts, and relocated outdoor pools were</p>	Goebel Park Complex (4.13.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>based on cost estimates to complete the work and were developed in conjunction with the City of Covington.</p> <p>The proposed mitigation measures for the Goebel Park Complex are compensatory to the impact to the property. The replacement property will be compatible with and will not diminish the outdoor recreation areas in the complex. The replacement property is higher in elevation than the portions of the complex that will be acquired by the project and not prone to flooding. In addition, the replacement land is flatter and closer to other prominent park features. Based on these characteristics, the replacement land has greater potential for future enhancements to outdoor recreational activities and amenities within the Goebel Park Complex, which will be established in the new Master Plan that will be funded by the proposed mitigation measures for the complex.</p> <p>The operation of the basketball courts will be maintained throughout construction, outdoor recreation will remain the primary function of the site, and it will remain free and open to the public. The project will not necessitate the closure of the pool, although decisions about pool operations are made by the City of Covington.</p> <p>There is no prudent alternative that avoids the use of the Goebel Park Complex, and Refined Alternative I (Concept I-W) includes all possible planning to minimize harm to the property. The resulting impacts, with the identified mitigation measures, will not adversely affect the activities, features, and attributes that qualify the Goebel Park Complex for protection under Section 4(f).</p> <p>FHWA intends to make a determination of de minimis impacts to the Goebel Park Complex. In accordance with Title 23 of the Code of Federal Regulations (CFR) section 774.5(b)(2), the public is being provided 30 days to comment on the impacts to the complex, and any comments received will be forwarded to the City of Covington for its review and consideration. Following the opportunity for public review and comment, FHWA will obtain written concurrence from the City of Covington that</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the project will not adversely affect the activities, features, or attributes that qualify the Goebel Park Complex for protection under Section 4(f). FHWA will make the final de minimis impact determination based on the outcome of the public comment process and written concurrence from the City of Covington.</p>	
		B-72-2	<p>02/20/2024 - Furthermore, I ask the state to reject the supplemental environmental assessment and require a full EIS. As this draft does not consider a no-build alternative that includes congestion pricing. I urge you to reassess the alternatives to include this more environmentally friendly and just alternative to lane expansion.</p>	<p>The analysis documented in the supplemental Environmental Assessment (EA) has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National Environmental Policy Act determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p> <p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The Brent Spence Bridge (BSB) Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p>	Funding (1.2.1)
		B-72-3	<p>02/20/2024 - Thirdly, concerning the bats and stormwater and noise. I'm an environmental scientist. I noticed that loads of trees and shrubs were removed on the west side of 75 between fifth and twelfth in the last several months in Covington. Why remove them years before they're needed to be removed? Trees and shrubs support wildlife, mitigate stormwater pollution and abate sound. Keep them until the last moment necessary.</p>	<p>Trees and shrubs on the west side of I-75 between West 5<sup>th</sup> Street and West 9<sup>th</sup> Street in Covington were removed as part of a pilot transparent noise wall project being constructed by KYTC. The pilot transparent noise wall project is being completed independent of the BSB Corridor Project.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-72-4	<p>02/20/2024 - Fourthly, why are the bike and walk paths on the overpasses in Cincinnati only rendered as being on one side of the street? I recognize that these are one-way streets, but they should be on both sides. You want me to have to bike way out of the way to cross a bunch of lanes to get to one side of the street that has a sidewalk? You are building a pedestrian and bicycle wall. This is not safe and is not a best practice for environmental sustainability and public health/fitness. Thank you.</p>	<p>The one-way 6<sup>th</sup> Street, 7<sup>th</sup> Street, and 9<sup>th</sup> Street overpass bridges will have two-way shared-use paths on each bridge. The presence of free-flow highway ramps on the other sides of these bridges would present safety concerns for pedestrians and bicyclists. Striped crossings will be provided in intersection areas. A sidewalk will only be included on the south side of Freeman Avenue with a new pedestrian bridge to provide safe crossing over Winchell Avenue. The reconstructed Ezzard Charles Drive bridge will include a sidewalk on the south side, and a shared-use path on the north side. The proposed shared-use paths and sidewalks on Cincinnati overpass bridges will connect to existing pedestrian and bicycle infrastructure and are expected to improve pedestrian and bicycle connectivity in the project area.</p>	<p>Travel Patterns and Access (4.1.4)</p>
B-73	Garcia, Julie	B-73-1	<p>02/20/2024 - I'm from northern Kentucky originally, and now I live in Cincinnati and I'm just a local citizen. I'm also a huge Cincinnati Northern Kentucky booster. I think we live in an awesome area and I just want to see it get nicer. And I've recently been learning a lot about the history of I-75 and I-71 and what they were built. And I've looked at pictures of what Cincinnati looked like in 1940, and I'd encourage everyone else to do this if you haven't. What it looked like in 1940 compared to what it looks like today. And it was awesome. You look at it and it looks kind of like New York City. It is dense. It is walkable. It's got beautiful old homes and duplexes and triplexes, and it was just this beautiful city.</p> <p>And in the 60s when we built these expressways, we demolished not only the areas that the expressway came through, that was not the only place that we destroyed those houses right in the path. We also ended up making all the areas around the expressway a desert where nobody wants to be. And if you</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>look at the aerial surveillance now, you will see it as parking lots, and it is warehouses, and it's not a place where people want to live and enjoy.</p> <p>And we've made, in focusing so much on letting people get down to Cincinnati and away from Cincinnati quickly or pass straight through it as a truck, we ended up making Cincinnati a place that's not very nice to live in, a lot of those places near the expressway, and I worry when I look at this project that we're making a lot of those same mistakes. So, I would just encourage you. I get it. This bridge is getting built, and I get it. But I would just encourage you to do whatever you can to reduce the footprint and the impact on the people of Cincinnati so that we don't make some of those same mistakes and we make this affect Cincinnati as least as possible. Thank you.</p>	<p>the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-73-2	<p>02/20/2024 - I just want to really quickly respond to that because I used to have similar feelings because I'm an environmentalist, but we don't have too many people in America. America is not full. If you compare it to Europe, we're a country filled with wide open space. We have plenty of room to invite more people. We want people to come to Cincinnati. It helps our economy. We want people to move here and buy our stuff and pay money into our economy. What we do have too many of is cars. They're not an efficient way to get around. So, the reason we have traffic is we have too many cars. Los Angeles shows us that at some point, you just can't keep building more lanes. The traffic just keeps filling them.</p> <p>And now you have 16 lanes full of horrible traffic and you destroy even more land. So, it's not a problem with people. I used to think this,</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors,</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>but really a great book you can read is called 1 billion Americans by Matthew Yglesias. I highly recommend it to everyone. And the point here is just that at some point, I don't know if you guys are the right people to talk to generally about this, but I do just get a little depressed when I see a lot of projects about just expanding roads everywhere. And I grew up in Burlington, Kentucky, and I don't know if anybody's been out there recently. Kentucky, 18 used to be one lane each way, and now it's like an expressway through a small town. And it's so depressing. When I go out there, I'm like, this is horrible.</p> <p>It's just like, such an unpleasant place to be. And so, just as a general proposition, I would just submit to you that at some point, we can't just keep expanding the roads. It's so horrible. It's so ugly, it induces more traffic.</p>	<p>including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-73-3	<p>02/20/2024 - I know we're American and we're not Europeans. I totally get it. But at some point, we do have to think about trains and making this a place where people want to bike, where people want to walk, because not only is it more pleasant, it's just, like, more efficient. And we're going to have less traffic if you make it easier for people to get around in ways other than cars.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p>	
B-74	Duncan, Heather	B-74-1	02/20/2024 - I'm a local resident. We say we want to improve the flow of traffic, but studies have shown that building more lanes often results in the increased demand, ultimately leading to the same or even worse congestion levels.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>(Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-74-2	<p>02/20/2024 - That's one reason why I feel strongly that instead of focusing on expanding the highway, we need to focus on other solutions that address congestion more effectively, such as investing in public transit in order to make that a more appealing and viable alternative.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanding transit routes would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-74-3	<p>02/20/2024 - At a time when other cities are focusing on deprioritizing highways to build more cohesive communities, this expansion will further disconnect our neighborhoods and put into place the change that we would not be able to undo in our lifetimes. While adding green space on the side of or in between busy streets is better than nothing, it does not make a city feel walkable or inviting for either residents or for visitors, whom we would love to attract more of. Cincinnati is for people, not for cars. Our city is for its residents and visitors, not for drivers and long haul truckers who are just zipping through. We need to focus on options that prioritize pedestrians and community cohesion. Thank you.</p>	<p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>
B-75	Schmidt, John	B-75-1	<p>02/20/2023 - I'm 73, and I was there when we had the initial session in Park Hills and came to the conclusion that we have to accommodate the vehicles. I have more to say than I can</p>	<p>The comment was considered unclear, and no response, other than to document the comment as received, can be provided.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>possibly say. I'm very sorry, but that's what happens when you get 73.</p> <p>I grew up in Erlanger next to the ball field for ten years. And then we moved to Fort Mitchell for the rest of my young years. And then I went to college in Williamstown, Massachusetts, and then back to Cincinnati in three years of medical school and then four years of electrical and computer engineering. And so I was the guy that brought Bill Gates to the podium and at UC, and I introduced Bill Gates. That is now, you know what he is. The point is that this world as a whole is overpopulated by people. By people. We have to stop producing new people. That's all we can do.</p>		
		B-75-2	02/20/2023 - But we have to accommodate the flow of traffic through this town so that we don't have a bunch of trains going by. I mean, we can't avoid that. We are in the middle. This is in the middle of this point. Begins in Florida and extends itself into Canada. That's one strip, and it's the most dense strip in the United States.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.)
B-76	Robinson, Jody	B-76-1	02/20/2024 - I am opposed to this project. The SEA fails to adequately address the greenhouse gas emissions and climate change. It fails to even mention the greenhouse gas emissions from the construction, those resulting from producing and transporting the concrete, steel, asphalt and other materials to the site, fueling the heavy equipment used to demolish existing infrastructure and to construct the billions of dollars of new infrastructure, operating lighting for night construction and the like.	The evaluation of greenhouse gases and climate change prepared for the supplemental Environmental Assessment (EA) followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's MOtor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.	Greenhouse Gases and Climate Change (4.7) Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Those emissions will be front loaded, occurring during the first four to six years, and those emissions will remain in the atmosphere for as long as a century and will continue to cause additional warming year after year, adding to the resulting climate change impact.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-76-2	02/20/2024 - With respect to greenhouse gas emissions from use of the expanded highway corridor, the SEA's failure to adequately account for the induced travel that will result from the expanded highways renders its estimates unreliably lower. The reductions over time in the agency's projected emissions result	<p>Traffic projections for the Brent Spence Bridge (BSB) Corridor Project were updated during the preparation of the supplemental EA. The comment appears to potentially reference traffic projections from prior studies.</p> <p>The evaluation of greenhouse gas emissions and climate change prepared for the supplemental EA followed the</p>	<p>Traffic (3.8)</p> <p>Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>from factors entirely independent of this project, federal fuel efficiency and exhaust emissions standards, and gradual replacement of current vehicles by newer vehicles and lower emissions. However, they project dramatically higher volumes of traffic in the future in this corridor than currently exist, an increase in traffic volumes is by as much as 50% by 2035 from volumes in 2017 to 2021, and admit that, the preferred alternative will result in 1.7% more traffic than the no-build. Traffic projections used to justify the need for a new ten lane bridge are unreliable and absurd.</p>	<p>guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA's MOVES and travel demand models for the project's approved certified traffic.</p> <p>Consistent with USEPA's analysis methodology, greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to a 1.7 percent increase in total vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). The analysis concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-76-3	<p>02/20/2024 - Moreover, the impacts of climate change are not limited only to those living in the immediate vicinity of the emission resources. The climate change has been recognized by both state and federal governments as disproportionately impacting low-income and minority communities.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in a three-county area (Campbell, Kenton, and Hamilton counties) that extends beyond the communities in the immediate vicinity of the project. The analysis concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Based on the greenhouse gas emissions analysis completed for the project, Refined Alternative I (Concept I-W) is expected to have minimal effects on climate change in the study area and the region.</p>	<p>Environmental Justice (4.1.7) Greenhouse Gases and Climate Change (4.7)</p>
B-77	Spencer, Jessica	B-77-1	<p>02/20/2024 - The urban planners, residents, professors, and environmental scientists who made public comments tonight has very legitimate concerns and examples of similar projects that brought increased vehicle traffic and air pollution.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified</p>	<p>Traffic (3.8) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model.</p> <p>Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the same OKI travel demand model of record that was used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p>	
		B-77-2	02/20/2024 - Better alternatives would be a combination of toll for use, routing traffic around 275, planning for mass transit and more bike/pedestrian lanes and preserving the	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric	Funding (1.2.1) Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>existing natural infrastructure to help buffer environmental and health impacts of the highway.</p>	<p>deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing BSB. The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, OKI, which is the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes</p>	<p>Alternatives (3.) Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment (EA). Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access. Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists and will enhance connections to existing bus stops.</p> <p>KYTC and ODOT have worked to avoid and minimize impacts during the development of the BSB Corridor Project. Refined Alternative I (Concept I-W) incorporates mitigation measures to offset unavoidable impacts and enhancement measures to provide additional benefits to the surrounding communities.</p> <p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-77-3	02/20/2024 - Please do a better job of actually engaging BIPOC [Black, Indigenous, and people of color] communities in a meaningful way	<p>The project has incorporated robust engagement of environmental justice (EJ) populations, which include minority and low-income individuals. Opportunities for EJ communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods. Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, the incorporation of additional noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, additional developable land, and aesthetic features. During the EJ outreach comment period, community members offered additional feedback and suggestions. Every comment was evaluated by the project team, and individual responses were prepared and published on the project website. Furthermore, the project team incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the comments received. Unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	<p>Environmental Justice (4.1.7)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-77-4	02/20/2024 - and do a full EIS. This project is currently uninspiring and will not solve much.	The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National Environmental Policy Act determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	N/A
<b>B-78</b>	Shiff, Sophie	B-78-1	02/20/2024 - We have had the warmest year so far a record-we desperately need to cut our emissions & this bridge is one giant dollop of climate denialism. This is not the path forward to a just, equitable world. The timeline in which this bridge gets built is the one in which we all die of climate collapse in 30 years.	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) Motor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p>	Greenhouse Gases and Climate Change (4.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-78-2	<p>02/20/2024 - In which the area directly surrounding the bridge become unlivable &amp; all the children who grown up there develop asthma &amp; cancer. In walks around my neighborhood, with the bridge as is, we inhale unhealthy amounts of brake dust.</p>	<p>Refined Alternative I (Concept I-W) will not permanently impact operations or facilities that are utilized by children. Furthermore, the project is not expected to degrade, and may improve, air quality in areas utilized by children. Noise barriers and noise/visual screening barriers incorporated into the project's environmental commitments will reduce noise levels in areas utilized by children. Finally, an outdoor ambient air quality monitoring program and measures to reduce construction noise incorporated into the project's environmental commitments will provide greater protections against temporary air quality and noise impacts during construction in and near areas utilized by children. Therefore, Refined Alternative I (Concept I-W) is not expected to result in permanent impacts on children; temporary impacts that may be experienced by children during construction will be minimized to the greatest extent practicable.</p> <p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic Technical Report (January 2024)</a>. The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to</p>	<p>Disadvantaged Communities (4.1.9) Children (4.1.10) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. Brake dust is a component of PM2.5. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-78-3	<p>02/20/2024 - WE NO NOT NEED THIS BRIDGE. LEAVE OUR COMMUNITY ALONE. I was infuriated when I first saw this plan! I live just a smidge over 1000ft from the freeway already &amp; I'm sure I will feel the negative health impacts of that within my lifetime. The Brent Spence is a rarely, if ever backed up as is-traffic almost always flows freely. We don't need a new bridge &amp; the distance that we need</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project</p>	<p>Purpose and Need (2.) Traffic (3.8) Environmental Justice (4.1.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>one to support non-local traffic shows that you don't actually care about what the impacts may be to those who live near by – disproportionately minority communities – this is all about creating profits for the region over prioritizing the needs &amp; wishes of who live here.</p>	<p>based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected population and employment growth are also incorporated into OKI's regional travel demand model. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The environmental justice (EJ) analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and the National Environmental Policy Act</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	
<b>B-79</b>	Dudevoire, Alex	B-79-1	02/21/2024 - Please sign me up for the newsletter	This individual was added to the project mailing list and will receive future project updates.	Ongoing Public & Stakeholder Involvement (5.6)
<b>B-80</b>	James, Theodore L.	B-80-1	02/21/2024 - Can we get more detailed drawings? These don't provide enough information to make an effective decision.	The primary features of Refined Alternative I (Concept I-W), including locations of proposed roadways and bridges, retaining walls, noise barriers, noise/visual screening barriers, sidewalks, shared-use paths, bike lanes, wetlands, streams, historic properties and districts, community resources, existing and proposed right-of-way, proposed permanent and temporary easements, and impacted structures are shown in the "Refined Alternative I (Concept I-W) Exhibit" that is posted in the " <a href="#">Documents</a> " sidebar on the website for the supplemental Environmental Assessment: <a href="http://www.PublicInput.com/bsbc">www.PublicInput.com/bsbc</a> . Several other exhibits and materials are also posted in that location to provide additional project details. The evaluation presented in the supplemental Environmental Assessment is based on the preliminary design information reflected in these materials. The design will continue to be developed as the project progresses through the detailed design phases.	Project Description (1.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-81	Freeman, John	B-81-1	<p>02/21/2024 - I believe the importance of connecting Cincinnati to Queensgate using the Bridge Forward plan is being understated. Connecting the downtown now will most likely be the only opportunity that this city has to do so in any of our lives. We can fix it now and give our city the potential for significant growth, or just hope we do not regret it later.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-82	Elliott, Kate	B-82-1	02/21/2024 - Greetings, I would like to voice my opposition to the Brent Spence Corridor Expansion. My husband and I have been Cincinnati residents for more than ten years, and work frequently brings both of us across the river. This project is important to us. We are raising two kids, and I am tired of passing the onus of sustainability to the next generation. The time is now to make sustainable choices.	The commenter's opposition to the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.	N/A
		B-82-2	02/21/2024 - Destroying 90 acres of forest? How dare you,	Refined Alternative I (Concept I-W) will disturb or remove 90.00 acres of forested habitat. The definition for forested habitat includes a wide range of trees and shrubs, some as small as 3-inches in diameter, and it also includes	Terrestrial Habitat (4.2.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>dead trees that are still standing. A large portion of the forested habitat impacted by Refined Alternative I (Concept I-W) is located within the existing right-of-way, is near to the existing interstate, and is near or within highly developed urban areas.</p> <p>The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Measures incorporated into the project to minimize and mitigate impacts to threatened or endangered bat species will also minimize and mitigate impacts to terrestrial habitat. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund. The Imperiled Bat Conservation Fund will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.</p>	
		B-82-3	<p>02/21/2024 - especially when studies repeatedly show that expanding interstates only increases congestion.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-82-4	<p>02/21/2024 - Our funds would be better used to invest in better public transit and cycling infrastructure so that those who can avoid personal vehicle use are more inclined to do so, therefore reducing congestion in a sustainable way.</p>	<p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanding transit routes would not meet the project purpose and need and is not</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-82-5	02/21/2024 - Climate change is real and causing imminent harm due to catastrophic flooding, landslides like we see on Rte 50, and dangerous winds. It will only get worse if we continue to enable our reliance on fossil fuels. We must make hard choices that turn the tide toward survival.	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing</p>	Greenhouse Gases and Climate Change (4.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
B-83	Temeles, Nick	B-83-1	02/21/2024 - Over and over, it has been shown that highway expansions never work. Induced demand swallows any temporary improvements and in the end we have the same congestion we had before the expansion. In fact, what does work is removing highways which in some cases in other cities has caused property values in adjacent areas to triple or quadruple. Spending billions of taxpayer dollars on a project that is, without question, going to fail at its goal of reducing congestion is a manifest waste. The only thing this project can be viewed as is a handout to big construction	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana</p>	Purpose and Need (2.) Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			companies; the oil and gas industry; and the auto industry.	<p>Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model.</p> <p>Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-83-2	02/21/2024 - And it is simultaneously giving the middle finger to anyone who wants to use transit, a bike, or to walk as their main form of transportation. Also, it's a middle finger to the many people in our region who are forced to buy a car they cannot afford and cannot afford to maintain because our region continues to chain us to our cars like \$30,000 shackles. ODOT is a misnomer; Transportation implies you do anything other than subsidize car ownership and its associated industries. ODOT should be renamed ODOC where the C stands	Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future	Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>for cars and it should come with a subtitle "a subsidiary of the traffic industrial complex." Unless we start making major investments in transit and non-car infrastructure now (or really 10 years ago) we are doomed to be a car dependent city for the next 50 years. But, I'm not holding my breath for anyone to do the right (read: smart) thing.</p>	<p>planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
B-84	Adam	B-84-1	<p>02/21/2024 - I'm just skeptical that it will fix traffic or improve safety, especially southbound. All the "thru traffic" which will include most of the semi trucks will be in the left lanes after crossing the bridge but then immediately hit the 5% grade of the cut-in-the-hill. Where do they go? Do they all try to cross 7 lanes of traffic to get to the right lanes because they can't get up the hill without slowing down massively? That's dangerous and will actually increase congestion not alleviate it. Then even when you get to the top of the hill all those lanes quickly funnel back down to the 4 we have today before Buttermilk exit so the congestion is really just being pushed a couple miles south and the "safety" being added with shoulders is being removed with more lane switching and more slow</p>	<p>Refined Alternative I (Concept I-W) provides five lanes for southbound interstate traffic across the new companion bridge and six lanes for southbound interstate traffic in the area known as the "cut-in-the-hill," and the design will not require trucks to execute extensive weaving maneuvers when approaching the cut-in-the-hill. Traffic operational analyses prepared for Refined Alternative I (Concept I-W) include consideration of roadway grades and the percent of trucks on various roadway sections. The traffic operational analyses, which are documented in an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations along the area known as the "cut-in-the-hill" for all projected trips in the project area through the year 2049.</p> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to</p>	<p>Purpose and Need (2.) Traffic (3.8) Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			moving semi trucks in the fast lane causing dangerous speed variances. In 10 years when this is finished traffic is going to be as bad or worse as it is today because of this lane setup and the existing steep grade on the hill that isn't going anywhere.	reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i> .	
B-85	Regner, Matthew	B-85-1	02/21/2024 - Half of downtown Cincinnati was bulldozed to accommodate the interstate 60 years ago and all we got was a years of bad traffic straight through downtown and giant canton of concrete between down and the west side of the city, make the through traffic go around. This plan does not benefit Cincinnati.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to benefit local communities. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; building a wider bridge on Ezzard Charles Drive to accommodate potential future retail development or civic space by the City of Cincinnati; and incorporating aesthetic treatments throughout the corridor; and improving drainage throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-75 corridor and may improve access to transit, employment, healthcare, cultural, recreational, and commercial destinations. In Ohio, the bicycle and pedestrian</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>infrastructure will improve connectivity in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) results in a minor contribution to cumulative business displacements; stormwater runoff; and loss of parkland, wetlands, streams, and threatened and endangered species habitat. Based on the evaluation of direct impacts contained in the supplemental Environmental Assessment, Refined Alternative I (Concept I-W) will improve community cohesion, improve traffic flow and safety for all modes of travel, provide additional economic opportunities, improve air quality, abate noise, improve aesthetics, and reduce flooding and storm sewer overflows, which will offset negative cumulative effects resulting from Refined Alternative I (Concept I-W). Therefore, when considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing Brent Spence Bridge (BSB). The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), which is the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic</p>	



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				<p>were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	
B-86	Anonymous	B-86-1	<p>02/21/2024 - Widening the bridge would waste billions of dollars to satisfy a fake rising demand when in reality, traffic has been stable or declining. Study after study and experience has shown that highway expansion never solves traffic; it usually instead induces more traffic and ends up with the same congestion as before while having wasting money. And no, this will not be the exception.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.	
		B-86-2	02/21/2024 - The only solution to traffic is viable alternatives to driving (public transit, cycling, walking, etc.) and more funding should be devoted to those methods instead.	<p data-bbox="1121 350 1778 721">Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p data-bbox="1121 743 1778 1203">In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanding transit routes would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p data-bbox="1121 1226 1778 1364">The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an</p>	Purpose and Need (2.) Travel Patterns and Access (4.1.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
<b>B-87</b>	Michael	B-87-1	<p>02/21/2024 - It requires a united civic imagination to materialize a truly great vision for a city, and I strongly believe that vision is baked into the Bridge Forward Cincinnati proposal for the BSB Corridor. There are once-in-a-century opportunities to radically inject economic and cultural vigor into a city, and a good example is Boston's "Big Dig", which helped turn downtown Boston and the North End into thriving communities in the early 2000s. We need to have this same committed imagination with Cincinnati: the chance to actually grow downtown west into Queensgate,</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-87-2	02/21/2024 - reduce dependence on human-killing auto emissions, and pursue public transit like additional streetcar routes and light rail.	<p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route</p>	<p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				expansion. The design modification will not change the footprint or the environmental impacts of the project.	
		B-87-3	02/21/2024 - "More lanes" never works, as countless studies show.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-87-4	02/21/2024 - Let's transition from a reactionary mindset of "fixing traffic problems" and agree to a solution that not only fixes problems, but launches Cincinnati into its 21 <sup>st</sup> century golden age. Bridge Forward is the way.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p>
B-88	S., Adam	B-88-1	02/21/2024 - The following four bullet points have been identified as the purposes of this project: • Improve traffic flow and level of service (LOS); • Improve safety; • Correct geometric deficiencies; and • Maintain connections to key regional and national transportation corridors I would encourage you to eliminate point 1, and reconsider the no-build alternative. Let's make the bridge safe, work on sound-dampening measures, and consider rerouting heavy truck traffic -- but let's take massive expansion off the table.	<p>Traffic operational analyses completed for the project justify the purpose and need. Analysis of the no-build condition concluded that the existing I-71/I-75 corridor has reoccurring travel delays for northbound I-71/I-75 in the morning peak period (rush hour), with traffic backups from the Brent Spence Bridge (BSB) often reaching the I-275 Interchange. The evening peak period has reoccurring traffic delays for southbound I-71/I-75 upstream of the Brent Spence Bridge, with backups on I-75 in Ohio often reaching the Western Hills Viaduct interchange. The traffic analysis for the 2049 no-build condition indicates these traffic delays are compounded and impact the local arterials, with queues forming at the ramp terminal intersections. The traffic operational analyses for the project are documented in the <a href="#">Interchange Modification Study Addendum</a> (December 2023).</p> <p>A No-Build Alternative was evaluated for the BSB Corridor Project. It consists of minor, short-term safety and</p>	<p>Purpose and Need (2.)</p> <p>No-Build Alternative (3.1)</p> <p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>maintenance improvements to the BSB and the BSB corridor to maintain continuing operations within the existing right-of-way. This includes the scheduled maintenance work that was completed in conjunction with the emergency bridge repair in 2020. The No-Build Alternative does not meet the project purpose and need because it would not improve traffic flow or safety, would not correct existing geometric deficiencies, and would result in serious impacts to the traveling public and the region's economy.</p> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing BSB. The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), which is the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting truck traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	
B-89	Aukstuolis, Algis	B-89-1	<p>02/21/2024 - I'm a resident of the City of Cincinnati. So, I just want to thank you guys so much for putting in all this work and taking. I really appreciate that there's going to be land giving back to Cincinnati. There are still underlying concerns about adding lanes and having more car traffic in Cincinnati.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model.</p> <p>Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-89-2	<p>02/21/2024 - 02/21/2024 - It does affect air quality. It is a problem in the city of Cincinnati that people do get asthma when there is a lot of car traffic where people live. Now, you guys are solving a very difficult geometry problem, and I think your hands are tied behind your back. So, for an example, we have maybe 80 people here. Now imagine if this meeting was a drive through meeting. I don't think we could fit all these people in this room.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be</p>	<p>Disadvantaged Communities (4.1.9) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic Technical Report (January 2024)</a>. The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.	
		B-89-3	02/21/2024 - And when we look at the future of transporting people and not just transporting cars, other parts of the world have etched away and tried to solve that problem by diversifying transportation options. I really appreciate you guys thinking quite the glimpse, but we need to also look in the future. I know it's very difficult to imagine that Cincinnati can be a transport-oriented city with good public transportation, but I think if we can consider the project, how will we leave the door open for the potential for more public transportation to be more effective with the space on the bridge, and then to consider the health and safety of the people who live and work right next to the transportation corridor.	<p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	<p>Traffic (3.8)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>. The analysis concluded that Refined Alternative I (Concept I-W) will reduce crashes on the existing BSB, the I-71/I-75 mainline in Kentucky, the I-75 mainline in Ohio, and locations of notable changes incorporated into Refined Alternative I (Concept I-W).</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the OKI <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be installed in underpass areas to improve safety and security for pedestrians and bicyclists.</p> <p>An evaluation of the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens and may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy.</p>	
B-90	Messer, William	B-90-1	02/21/2024 - I'm an interested citizen and a resident. I want to talk about the bridge itself. I'm an artist, and bridge design has been the most interesting architectural area of design for the last 30 years. There's been some amazing bridges. We've enjoyed an iconic bridge in the Roebling Bridge for almost 160 years here, and it really establishes the identity of the city. And I	KYTC, ODOT, and the project Aesthetics Committee are coordinating the design of the new companion bridge to ensure that it is an iconic, aesthetically pleasing structure. Refined Alternative I (Concept I-W) incorporates flexibility in the bridge types to allow the progressive design-build team to pursue innovative and cost-effective designs to the greatest extent possible. The bridge types for Refined	Visual Resources (4.9)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>would like. I know it's already been decided that it's a two pier bridge, and there are two basic designs for that already limits what we can do. That could be really amazing and innovative, but I want to push for something that is amazing and innovative that becomes a bridge that everybody will recognize as the Cincinnati bridge all over the country, if not beyond.</p>	<p>Alternative I (Concept I-W) are broadly described as an "arch bridge" and a "cable-stayed bridge."</p> <p>KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, information regarding the decision will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing Brent Spence Bridge (BSB). KYTC and ODOT will also continue to engage the project Aesthetics Committee for final confirmation of the aesthetic treatments included in Phase III of the project.</p>	
		B-90-2	<p>02/21/2024 - Also, in line with what the previous speaker said. I know that there's been talk about light rail to the airport for a long time, but as far as I know, from what I heard, that's a separate group of people that are working on that. And the bridge planning has not taken that into account as a possible conduit for the light rail. There's some possibility of hacking it on the side or something, but I wish that would be taken into consideration as well.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	Purpose and Need (2.)
		B-90-3	<p>02/21/2024 - And there was something else. Oh, yes. When you come through the cut-in-</p>	<p>The commenter correctly states that the new companion bridge will be located west of the existing BSB. KYTC and</p>	Visual Resources (4.9)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>the-hill, you get this wonderful shot of Cincinnati. When you come down the hill, it's just there in your face, looking fantastic. When you cross the bridge. Currently, you can look east and see the city, but it looks to me like the new bridge is going to be west of the old bridge, and you won't get to see the city. You won't get to see. I think you'll be looking through the old bridge, and that was a little upsetting to me. But these are aesthetic comments, and thank you very much.</p>	<p>ODOT evaluated the visual impacts of Refined Alternative I (Concept I-W) in terms of the visibility of the new bridge and its effects on the visual character of the surrounding communities.</p> <p>Refined Alternative I (Concept I-W) is expected to have minor visual impacts due to changes in interstate width and height, changes to the existing BSB, and construction of the new companion bridge (although roadway widths have been minimized by reducing the width of the companion bridge). The required elevations for the top of the new companion bridge are no less than 300 feet and no more than 420 feet above the normal pool elevation of the Ohio River. The minimum elevation was set to ensure visibility of the new bridge due to its proximity to the existing BSB, and the maximum elevation was set to protect the visual character of nearby historic districts. In addition, Refined Alternative I (Concept I-W) incorporates aesthetic enhancements that are anticipated to offset minor visual impacts and improve the overall visual character of the corridor.</p>	
B-91	Schmidt, John	B-91-1	<p>02/21/2024 - Anybody ever heard of the Cincinnati arch? We know that in the east and the west, the tides are rolling in, and we're having catastrophe in California and as well on the eastern side. We are so grateful to be here in Cincinnati. This is the Cincinnati arch, the most permanent rock within the United States of America. And we are on the corridor from Florida to Michigan. And we have, I think, a unique moment here in the construction that we do that will give us all and the world more options about Cincinnati. We can be sure that the earth will never quiver under the rock of Cincinnati. It's unique in all of the United States. It gets attached farther up to Canada. Of course, Canada is very solid, but we will have an inrush of people that are finding better living by coming in from the oceans.</p>	<p>The comment was considered unclear, and no response, other than to document the comment as received, can be provided.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-91-2	<p>02/21/2024 - I'm following the discussion that I invited with regard to Cincinnati's unique location. And it's very stable, and it's a pleasant town, and it's a unique town because of the hills that we enjoy, and the river that flows through those hills. On both sides -- Kentucky, and Ohio, and not to mention Indiana as well.</p> <p>And so we have a unique threesome, you might say, of sisters in the middle. That is all sharing a very common rock of stability, which we don't see in today's understanding of what's going on in California, Florida, and the New York, even, area. But New York, Of course, is a very stable rock. But Cincinnati will be a relief valve or will accept its role. So, scratch that. I'm trying to get this right. People will come away from the oceans. That's the bottom line. The oceans are hot and getting worse. And Cincinnati is a very moderate climate in the middle of the United States. And, therefore, as a community, we want to embrace people who do want to come. And allow some efficiency that this effort by the Ohio and the Kentucky -- what do we say? Bond? I'm -- kind of word --.</p> <p>We have a bond. We have a two state bond that is focused on allowing traffic to come through benign -- as benign as possible. Because in the future., It's going to get worse and worse if we don't do something.</p>	The comment was considered unclear, and no response, other than to document the comment as received, can be provided.	N/A
B-92	Wendel, Richard	B-92-1	02/21/2024 - I live in the city of Cincinnati. Just a concerned citizen. So, I believe that the environmental impacts of this project will be overwhelmingly negative. The project will result in more cars, more trucks, more pollution, and more lifeless asphalt. But I'm a realist. I know that this project is going to happen. We can sit	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have	Project Description (1.1) Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>here and complain about it all day, but it's going to get built. There's political will behind it.</p>	<p>occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/ FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). Refined Alternative I (Concept I-W) incorporates mitigation measures to offset unavoidable impacts and enhancement measures to provide additional benefits to the surrounding communities.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-92-2	<p>02/21/2024 - Even options like improved mass transit haven't been considered seriously, even though they can be built with existing infrastructure.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanding transit routes would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-92-3	<p>02/21/2024 - So, we're going to get this project, and this project is going to last, or the infrastructure built is going to last 75 years. So, we better get it right. And I think that the proposed mitigations on the Cincinnati side are not good enough. I want to get the most value out of this project for the city. And I have a couple of requests. Ideally, we would shrink the land used by the I-75/I-71, the spaghetti monster interchange next to Cincinnati. I shrink that as much as possible. I know the I-W concept has listed ten acres. I know we can do better engineering problem that can be solved. And I know you guys are really good at building highways.</p> <p>In addition, we should extend the street grid from between 5<sup>th</sup> Street and 9<sup>th</sup> Street, all those blocks across the interchange, to better connect into Queensgate since we have this opportunity, since we're already working with the interchange. And essentially this would set up a huge economic redevelopment opportunity, not just for the reclaimed land, but also for all of the land in Queensgate that you now have better access to. I ask ODOT to have some ambition, build this infrastructure that provides the best value for Cincinnati. Thank you.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-93	Shupe, Sue Ellen	B-93-1	<p>02/21/2024 - Resident of Cincinnati and East Price Hill, which is highly affected by the work that's going to be done just north of the bridge. I just have a couple of questions. Will the detailed design segment consider the additions that are being proposed for the street grid by the city of Cincinnati that would carry the traffic over the two viaducts that I use constantly, daily use to get here? This is between the Linn Street and Findlay Street. I have concerns about that, but if that's not going to be considered, I'll jump in on it later.</p>	<p>East Price Hill is located west of Queensgate in Ohio, and Refined Alternative I (Concept I-W) is not expected to impact this area.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT, including ideas generated by the City of Cincinnati. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as the City of Cincinnati, the City of Covington, the City of Park Hills, the City of Fort Wright, the City of Fort Mitchell, Hamilton County, and Kenton County and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process. For example, the City of Cincinnati is assembling an advisory committee to provide project feedback that will include representatives from Hamilton County, the Cincinnati Port Authority, community councils, development corporations, business groups, and other interested groups.</p> <p>When KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an</p>	<p>Project Description (1.1)</p> <p>Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-93-2	02/21/2024 - And the other thing is you mentioned, which I hadn't heard before, that you're contributing to the Ezzard Charles Bridge viaduct corridor, whatever it is. And I'm not really sure I understand that because it's a dead end street. Dead ends right into the old terminal, the museum center. So, it gets in the way more of my time. But anyway, I would like to hear back on that through whatever you're going to do to address. Thank you.	<p>explanation of the expected benefits, and the rationale for the decision.</p> <p>During public involvement activities, ODOT received multiple comments suggesting the inclusion of retail areas on the Ezzard Charles Drive bridge over I-75. On August 29, 2023, the City of Cincinnati requested that ODOT investigate decking or an expanded bridge on Ezzard Charles Drive to support future civic space or retail development. Based on further coordination with the City of Cincinnati, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction.</p>	Public Comments (5.1.1)
B-94	Griffin, Christopher	B-94-1	02/21/2024 - I'm the West End Community Council President. So, I just typed up some things quickly. But historically, the West End has felt the brunt of these changing events. Rather, with urban renewal or with I-75 plowing through our neighborhood, this is the once in a lifetime event. To right or wrong, we're building this new companion bridge we get a chance to regain from our rich history we lost 75 years ago. This opportunity gives us hope of recovering land and reconnecting Queensgate to its long lost neighbor of the West End. Let's help build upon the city of Cincinnati plans to build better neighborhoods by making little impact on its residents while also making it safer for pedestrians.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit on community cohesion in the West End neighborhood due to the incorporation of aesthetic enhancements, proposed noise barriers, and drainage improvements. Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to the West End neighborhood. Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events.</p> <p>In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p>	
		B-94-2	02/21/2024 - Also, this opportunity gives us a chance to expand our street grid and open up Queensgate for future development. We want our community to be walkable with mixed use development and I think if we put our street grid up a little bit, it will give us a chance of development on both sides of I-75.	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. Refined Alternative I (Concept I-W) includes several features for pedestrians in the West End neighborhood, including shared-use paths along the north side of	<p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Linn Street, Winchell Avenue and the north side of Ezzard Charles Drive; sidewalks along the south side of Linn Street, Court Street, Freeman Avenue, the south side of Ezzard Charles Drive, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue; and a new pedestrian bridge over Winchell Avenue.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits.</p> <p>Based on coordination with the City of Cincinnati, Refined Alternative I (Concept I-W) incorporates minor reconfigurations to the 3<sup>rd</sup> Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street, and 6<sup>th</sup> Street ramps in downtown Cincinnati that will open up approximately 10 acres of land for potential redevelopment and/or public use. Based on further coordination with the City, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be</p>	Public Comments (5.1.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-94-3	<p>02/21/2024 - Also in the West End, we would like everything to be capped. Like, if you can cap the whole thing so it won't even look like it's a highway, that'll be the best way. And improve our quality of life in the West End.</p>	<p>ODOT and KYTC have considered options for capping I-75 in Ohio, which is documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Once the interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5<sup>th</sup> Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Way and 3<sup>rd</sup> Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5<sup>th</sup> Street and Ezzard Charles Drive, including portions of the West End neighborhood, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or Western and Winchell avenues would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in</p>	<p>Public Comment Outcomes (5.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood.</p> <p>Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines. Furthermore, capping the highway would likely require the removal of I-75 connections with 5<sup>th</sup> Street, 6<sup>th</sup> Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses in the portions of the West End neighborhood that are north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>	
B-95	Harris, Tyler	B-95-1	02/21/2024 - Just want to say I'm very excited for this project and the amount of jobs it's going to create for the local construction market, we could use it right now. I'm also excited to be able to work on a project that the whole country is kind of interested in. It's not often that Cincinnati gets a spotlight like this and I think that's very exciting. I just want to thank you for the amount of work you're putting in.	<p>The commenter's support for the Brent Spence Bridge Corridor Project has been included in the project record.</p> <p>The construction of Refined Alternative I (Concept I-W) is expected to result in temporary increases in employment due to construction job creation. Temporary economic benefits are also anticipated due to increased sale of construction supplies, materials, equipment, and fuel from local and regional sources and increased revenue for businesses providing services to construction crews.</p>	Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-96	Weiderhold, Chas	B-96-1	<p>02/21/2024 - I'm a resident of Cincinnati and Northside. I work with GBBN architects who have been studying this project for the past couple years. And there are a few things that I'd love to add at this public forum. First off, it really feels like this project wasn't happening for a really long time and then all of a sudden it was. And I'm really glad that you opened it back up for this commentary from the community. A few things. In the mid-20th century, the construction of the Mill Creek expressway demolished a vast area, Cincinnati's 19<sup>th</sup> century urban fabric. Home to nearly 25,000 predominantly African American Cincinnati.</p> <p>This area has never rebounded or realized what has been described as urban renewal.</p> <p>So, I kind of disagree with some of the environmental impacts that no disproportionately or high adverse effects on minority or low-income populations in that we got to look at this and the kind of long term version of what this project has been. This is a redo of something and we need to right the wrongs. Like the president of the community council said.</p>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The environmental justice (EJ) analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and the National Environmental Policy Act</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to EJ populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p>	<p>Environmental Justice (4.1.7)</p> <p>Cumulative Effects (4.10.2)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events.</p> <p>In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p>	
		B-96-2	02/21/2024 - What needs to happen with this project? There are several criteria to re-weave the city back into the Queensgate neighborhood and restitch together the West End. The project needs preserve as much	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing	Purpose and Need (2.)



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			<p>possibility for connectivity, sacrificial slabs where they need to be, intersections where they can go. I noticed the project scope is limited to kind of as it's been defined to ODOT. The city has given criteria. The criteria needs to be further detailed and developed to preserve the opportunity for the future, for future projects that could build off of this.</p> <p>This is the largest piece of infrastructure that our city has ever gotten. This is just the beginning. As active Cincinnati is in this project, we need to constantly be on this project, making sure that this is what we want it to be. There's a massive landmark for our city, and every inch of it needs to be designed.</p>	<p>local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; and incorporating aesthetic treatments throughout the corridor. Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route</p>	<p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Improvements (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>expansion. The design modification will not change the footprint or the environmental impacts of the project.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT, including ideas generated by the City of Cincinnati. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-97	Crenshaw, Nikki	B-97-1	<p>02/21/2025 - Laborers Local 265. I don't have a long drawn out speech and everything because I think I've been touching base with just a little bit of everybody in the room. And I was back there with Ken kind of dibbling and dabbling into some of the perspective of Simon Kenton Way of how the actual building, the actual government building down there is going to be restructured. And have you guys chosen or have been in contact with the Walsh-Kokosing Group in regards to the contractors who will be actually doing that work? Because that money is going to be allocated to the actual city, between the city and the actual state department? That's what I wanted to know, if you guys had already made those decisions already.</p>	<p>The Kenton County Fiscal Court is constructing a new parking garage for the Kenton County Government Center on Simon Kenton Way as part of a separate project that is independent of the Brent Spence Bridge Corridor Project. The Kenton County Fiscal Court is responsible for decisions related to contractors working on the parking garage project.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-98	Goldsmith, Marzetto	B-98-1	02/21/2024 - 02/21/2024 - Complete Construction of Western Hills Viaduct before starting I-75 ramps off the westside.	The Western Hills Viaduct project is a separate project with independent utility and a completed environmental review that is being developed by the City of Cincinnati. ODOT is coordinating the design of Phase I of the Brent Spence Bridge (BSB) Corridor Project with the City's design of the Western Hills Viaduct project to ensure the projects are designed and constructed with proper maintenance of traffic. It is currently anticipated that the Western Hills Viaduct project would need to start construction first followed by the Phase I of the BSB Corridor Project. Both projects will be under construction at the same time in order to properly manage construction and maintain traffic.	Additional Refinements (3.3)
B-99	Schill, Greg	B-99-1	02/21/2024 - Have contractors, sub-contractors been selected yet for this project? If not, when?	<p>KYTC and ODOT executed a contract with the progressive design-build team for Phase III of the Brent Spence Bridge (BSB) Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) in October 2024. The contract for Phase II (Linn Street to Findlay Street in Ohio) is expected to be awarded in February 2026. The contract for Phase I (Findlay Street to Marshall Avenue in Ohio) is expected to be awarded in October 2028.</p> <p>There are still opportunities for subcontractors to work on the project. Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	Project Description (1.1)
		B-99-2	02/21/2024 - How long is this project expected to last?	Construction on Phase III of the BSB Corridor Project is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II is expected to begin in 2026 with completion in 2031. Construction of Phase I is expected to begin in 2029 and be completed in 2032.	Project Description (1.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-100	Hischak, Ronald	B-100-1	02/21/2024 – 5 <sup>th</sup> street, 6 <sup>th</sup> street, 7 <sup>th</sup> street, and 9 <sup>th</sup> street ramps need to be turned into 2 way urban streets connecting downtown to Queengate. 6 <sup>th</sup> street expressway needs to be converted into a 4 lane urban street. Winchal St. & Western Ave need to be converted into 2 way streets.	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. All existing local street connections across I-75 are maintained, and Refined Alternative I (Concept I-W) connects to the existing downtown traffic configuration of one-way pairs in both Covington and Cincinnati. The City of Covington and the City of Cincinnati are responsible for decisions regarding the conversion of local one-way streets for two-way traffic within those municipalities. Refined Alternative I (Concept I-W) also provides new and improved pedestrian and bicycle infrastructure on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT will evaluate ideas generated by local municipalities during the innovation process. During the evaluation of innovation concepts, KYTC and ODOT have also committed to further</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>evaluating reconfiguring 6<sup>th</sup> Street in Cincinnati to accommodate two-way traffic. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-101	Anonymous	B-101-1	<p>02/21/2024 - The design should restore the street grid and dramatically narrow the footprint and be pedestrian friendly. Very disappointing to see that the city of Cincinnati willing is not at all taken into account despite months of "codesign."</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT, including ideas generated by the City of Cincinnati. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-102	Weidl, Gerhard (Garry)	B-102-1	<p>02/21/2024 - There is a natural megaphone/valley along I75 south of the west side entrance ramp starting between Wakins St &amp; Old Hinde St. This amplifies all road noise to all the houses/backyards &amp; porches that surround this valley, especially those along Hermes Ave. Looks like the western most noise barrier leaves the valley open without a continuous wall... at the very least, it must have no opening there! Ideally, if this valley could be brought up closer to street level with a significant soil barrier as the base of a wall sitting on top.</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the portions of the corridor that include Watkins Street and Hinde Street in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>As a result of those studies, KYTC is proposing a noise barrier on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue, which includes the area referenced by the commenter. The noise barrier in this area consists of several stand-alone noise walls. The proposed noise walls are located immediately adjacent to I-71/I-75 in the vicinity of Watkins Street and at the top of the slope west of the interstate in the vicinity of Hermes Avenue. The placement of the stand-alone noise walls was determined based on a barrier analysis and was determined to provide the greatest noise reduction in this noise sensitive area. The proposed noise barrier was</p>	Noise - Kentucky (4.8.1)

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				<p>found to be feasible and reasonable when situated in the existing topography without the need to place any additional fill in the area.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky. KYTC will further evaluate the space between the stand alone noise walls in the area referenced by the commenter during detailed design and the noise public involvement process.</p>	
		B-102-2	02/21/2024 - Additionally, I think the houses surrounding this valley should be offered new windows & insulation for the homes to help mitigate the hwy noise which is apparent in them now... sadly as it has been our back yards & porches have largely been unusable.	The KYTC <i>Noise Analysis and Abatement Policy</i> does not allow for the consideration of noise insulation as a noise abatement measure for residential dwellings. Land uses that are eligible for noise insulation include auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	Noise - Kentucky (4.8.1)
B-103	Jacob, Matt	B-103-1	02/21/2024 - The Ezzard Charles bridge should include 2 sacrificial slabs for future streetcar rails. This was done for Main & Walnut during FWW and it save the project money in the short term and left the door open for a less expensive building of the future street car tracks. Given public maps with future streetcar expansion using Ezzard Charles to connect to Union Terminal/Amtrak, this project MUST proceed with foresight when building this bridge by including sacrificial slaps in the roadbed that can be more easily removed later (not connected to the rebar structure)	In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.	Public Hearing (5.5) Ongoing Public & Stakeholder Involvement (5.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-103-2	<p>02/21/2024 - The proposed alignments from 9th St. to I 71 west of downtown is way too sprawling. It needs to be more compact like it was done with Fort Washington Way &amp; 2<sup>nd</sup> /3<sup>rd</sup> St. This revised plan has not addressed the problems with the initial design. There are only 2 pedestrian crossing s across 75 &amp; the local street grid is not continued - instead left as green fields that will be harder for new development. The pedestrian crossing distance over 75 is massive &amp; need brought closer to 200 feet max.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT, including ideas generated by the City of Cincinnati. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				across the interstate; and building the project with a context sensitive design that fits within the community.	
		B-103-3	02/21/2024 - Sacrificial slabs should also be included in the Linn St bridge & 5 <sup>th</sup> Street Bridges.	Refined Alternative I (Concept I-W) will not accommodate potential future streetcar route expansion on the Linn Street and 5 <sup>th</sup> Street bridges.	Public Hearing (5.5) Ongoing Public & Stakeholder Involvement (5.6)
<b>B-104</b>	Shafer, Claire	B-104-1	<p>02/21/2024 - Please consider the bridge forward proposal to utilize the money being spent to improve all aspects of our city. Our city is known for the incredible architecture, lets make it know for its great city planning. We did it on Fort Washington Way. Let's do it for this project. A great city design improves health and wellbeing, supports businesses, and attracts visitors.</p> <p>We can do way better than just replacing like for like. We have the opportunity to make it better for everyone. Thank You!</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>footprint and impacts to the communities in the project area.</p> <p>Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-105	Harmon, John	B-105-1	02/21/2025 - Provide details on ground water protection plan for the Great Miami Aquifer (GMA) are new monitoring wells needed and being deployed? What about surface water sampling to determine infiltration impacts to the GMA.	The Great Miami Aquifer is not located in the Brent Spence Bridge Corridor Project area and therefore is not expected to have potential effects.	Drinking Water (4.2.7)
		B-105-2	02/21/2024 - Please provide details for mitigation measure taken for streams, river,	Mitigation measures for wetland impacts may involve the debit of credits from KYTC's Bath County/Ova Arnett advanced mitigation site. While the mitigation measures	Wetlands (4.2.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			and wetland impacts. Also provide details for planned mitigation measures.	<p>will be finalized in coordination with the U.S. Army Corps of Engineers (USACE) and the Kentucky Division of Water (KDOW) during the permitting process, compensatory mitigation for wetlands may require up to eight adjusted mitigation units. Adjusted mitigation units are the number of credits needed to compensate for project impacts to waters of the United States (including wetlands and streams/rivers). The determination of the required number of adjusted mitigation units considers factors such as the type, quality, and function of the resource.</p> <p>Sufficient credits to mitigate wetland impacts for Refined Alternative I (Concept I-W) are presently available at the Bath County/Ova Arnett mitigation site. The credits will be used to offset unavoidable impacts to wetlands in the lower Licking River watershed, Northern Kentucky mitigation service area. The Bath County/Ova Arnett advanced mitigation site restored wetland habitat functions to previously farmed land in the same river basin (Licking River) and mitigation service area (Northern Kentucky) as the impacted wetlands.</p> <p>Should there be insufficient credits at the Bath County/Ova Arnett mitigation site, KYTC will make the necessary purchase of wetland adjusted mitigation units from the In-Lieu Fee Mitigation Program administered by the Kentucky Department of Fish and Wildlife Resources (KDFWR). All in-lieu fee credits purchased from KDFWR are used to repair and restore wetlands in the same service area as the impacted wetlands (the lower Licking River/Northern Kentucky mitigation service area).</p> <p>Mitigation measures for unavoidable stream and river impacts are anticipated to involve the purchase of adjusted mitigation unit credits from the approved USACE mitigation bank in the watershed, the Licking River Mitigation Bank operated by Ecosystem Investment Partners. While the mitigation measures will be finalized in coordination with USACE, KDOW, and Ohio Environmental Protection Agency (OEPA) during the permitting process, KYTC has secured sufficient credits to</p>	Streams and Rivers (4.2.2)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>provide mitigation for the estimated stream and river impacts for Refined Alternative I (Concept I-W). All adjusted mitigation unit credits purchased from the Licking River Mitigation Bank represent restored ecological functions to streams in the appropriate mitigation service area of the unavoidable stream and river impacts (lower Licking River watershed/Northern Kentucky mitigation service area).</p> <p>Beyond those measures detailed for stream, river, and wetland impacts above, it is unclear for which additional planned mitigation measures the commenter is requesting additional details; therefore, further response to this comment cannot be provided.</p>	
		B-105-3	02/21/2024 - Please provide me with a list of the business that were selected for relocation. Please identify as follows: 1. Already relocated 2. Yet to be relocated.	<p>In Kentucky, the following business has already been relocated: Dusty Boots Classic Auto Service. KYTC is currently in the process of relocating the following businesses: River Center Collision/Performance Select Cars (3 buildings), Rusk Heating and Air Conditioning, and Christian Broadcasting System (a radio tower).</p> <p>In Ohio, the following businesses have already been relocated: dunnhumby USA headquarters, Phoenix Graphic, Gold Star Chili, Energy Night Club, Game Day Communications, Cincy Escape Room, Marketing Centre, Real Equity, Black Light Production, Blue Board, IWDWD Studios, Fisher Design, Zillow Storage/Dot Loop, a vacant bar/nightclub, and a vacant gas station. In addition, ODOT has already completed the partial relocation of property owned by E &amp; T Real Estate Holdings. ODOT is currently in the process of relocating the following businesses: Event Storage Area for Longworth Hall, Barefoot/Sterling, Executive Studios, and Millimeter Creative.</p>	Relocations (4.1.5)
B-106	Aldridge, Cameron	B-106-1	02/21/2024 - I'm here with Civic --, so my comments are mainly with the in regards to space taken up on the Ohio side, mainly with the I-75 and I-71 junction that's on there. I think that more effort needs to be put into shrinking the footprint that's taken up by that junction and	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New	Purpose and Need (2.) Additional Refinements (3.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>also in reestablishing that street grid system. The Queensgate area over here, where we are right now, used to be a very thriving community a lot of housing used to be over here. And I think that taking efforts to develop that and reestablish that street grid system and connecting the downtown community to this area would be hugely effective for the city. We've seen in the early 2000s the development that went to the Banks. I think the economic impact from that redevelopment was hugely beneficial for the city and the Banks system. Connecting that both for pedestrians and just reestablishing that street system, I think that's the main thing that we just need to focus on is reducing the size and the space that's taken up so it's much more easier for pedestrians to get from the downtown system over to Queensgate and back. There's a lot of space being taken up by the junction. I think more efforts can be put into shrinking that system.</p>	<p>and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunhumbly USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Additional enhancements incorporated into the project include reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor, and providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts</p>	<p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	
		B-106-2	02/21/2024 - There's an organization called Bridge Forward that's put up some great design proposals that I'm really behind. I like their systems that they set up. I think it does a lot better job at connecting those communities. That junction is right there on the river. Some of the most valuable real estate in the whole city is right there by the river. So I think a lot of thought needs to be put into shrinking that down and connecting those communities.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need and maintains or improves existing local connections. In addition, features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward. These include minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-107	Wettengel, John	B-107-1	<p>02/21/2024 - I'm not here with any organization. My main comments would be that we really need to look to reduce the size of the interstate as much as possible. And then more importantly than that, in my opinion, is reconnecting the street grid to the Queensgate area. Getting ten acres back, 13 acres back, however many you can get back by just reducing the size of the freeway is good. But when you connect the street grid to a new area, you get hundreds of acres of land that is now feeling more connected to the downtown area and feeling more connected to places with our things. So, you really get hundreds of acres of developable land back by doing this.</p> <p>I think when building this project, we need to be very cognizant of the fact that this is not a project that's going to only be here for the next 20 years. It's going to be here for 70 to 100 years. So, what's built has to be something that in 70 years, you look back at and you say, I'm glad we built the project in the way we built it. If</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>the final piece of concrete gets poured and you look at the project and you go, wow, that's only all right. We did less than we could do, it's going to be very disappointing. It'll be something that you're not disappointed with just when it's finished, but that you're disappointed with for the next 70 years, that my kids will be disappointed with what they're looking at. So, I think that every single consideration has to be made to reconnect the street grid and to shrink the footprint of this project so that we can look back when we're done in 20 years and be very proud of the work that's been done on this project. Thank you.</p>	<p>retaining walls, and reducing the width of the companion bridge.</p> <p>Additional enhancements incorporated into the project include reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor, and providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
<b>B-108</b>	Kenat, Steve	B-108-1	02/21/2024 - I'm an architect. I'm the director of community development for SHP and I'm a downtown Cincinnati resident. I've also been a member of the City of Cincinnati DOTE's Brent	As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the Brent Spence Bridge (BSB) Corridor	Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Spence Advisory Committee. So, I respect the work of ODOT, KYTC and DOTE here that's been put into this project since 2010. I'm especially grateful for the revisions that have been made in the last twelve months. In working with individuals and groups like Bridge Forward as an advocacy group, the plan has definitely improved.</p>	<p>Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p>	<p>Additional Refinements (3.3)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-108-2	<p>02/21/2024 - We think it can be improved better by part of the continuing the innovation as was described as part of the progressive design build process. This is a once in a century opportunity that we have. So why are we continuing to advocate for this, for a similar solution as Fort Washington Way? Because expanding downtown creates an opportunity for downtown to grow. Convention Center, arena, housing, a mix of things that we need in order to position ourselves for the future. Expanding downtown reduces the remaining gap into Queensgate and as was described, that can also become a connected, mixed use neighborhood. Expanding the street grid into Queensgate makes both sides of I-75 more accessible, more safe for pedestrians, for bikes, and for drivers. A \$3.6 billion infrastructure project ought to be able to solve more than one problem.</p> <p>It's not just about bridge congestion. If people are passing through the city, that's great. We want them to have safe passage, but it needs to support those who live here and those we want to continue to attract so the city can continue to thrive. The reference benefit to \$100 million, which is the price tag that has been talked about for Bridge Forward, advocates could unlock \$3.3 billion of future investment and economic impact. So, we think that the long view for this project is one that should really support the work in the West End and continue thriving in the city.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build</p>	<p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-108-3	<p>02/21/2024 - I'm a downtown resident and an architect. I want to thank you for this opportunity. It feels like the city is kind of at a tipping point, right? We are growing. We are hemmed in. We have hillsides around us. We have a wonderful neighborhood in Over the Rhine. We have a river. The West End and Queensgate is the only place that downtown really has an opportunity to grow, which is why we talk about this in the terms of being once in a century, the momentum of things that are already happening downtown. Investing in our convention and visitor center district. The only way that can become a district is if it's not on the edge of downtown. It needs to be surrounded.</p> <p>The only way the West End can continue to thrive is by making some of these adjustments that we've been asking for infrastructure. So, this project can either further hinder, we can talk about how 25,000 residents were moved out of the West End. This project can either start to reframe that and recover that land, or it can slow it down. It may not stop it, but there are things that we can do as part of this project that really propel the city forward. So that's why</p>	<p>The City of Cincinnati is responsible for local land use planning and decisions. KYTC and ODOT are continuing to coordinate the project with the City of Cincinnati to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area.</p>	<p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			we're here. We are grateful for the opportunity. So, thank you again.		
<b>B-109</b>	Rigand, Morgan	B-109-1	02/21/2024 - I'm a resident in West Fourth Historic District on the Cincinnati side. My husband has enjoyed living there for the better part of the last decade and we look at Brent Spence Bridge every day out of our bedroom window. So, we are so thankful that our two states have been able to come together, and experts have been able to come together to address this need and rally folks at a national level to come behind this project and support it. We also know that now is the time to connect downtown with Queensgate and to extend our street grid to that neighborhood and open up our neighborhood to stretch its arms back out to Queensgate as it once had previously enjoyed that connectivity. We know that it would enliven our neighborhood to add housing. And while adding ten acres to our neighborhood of buildable land is excellent, we know that 30 acres could be a footprint for answer to our affordable housing crisis and so much more. So, I hope that you will continue the process of working with Bridge Forward to develop these ideas and work together to continue to improve that connectivity between downtown and Queensgate. Thank you very much.	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-110	Walton, Douglas	B-110-1	02/21/2024 - I'm representing myself. Everybody that's spoke before me has kind of already took my thunder, but I'm going to say what I need to say anyway. I think the plan	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>needs continuous improvement, and I think that it needs to be adjusted to mainline to allow I-75 for more land to be returned to the city. I think we need to reestablish the historic street grid between downtown and Queensgate for all blocks from 5<sup>th</sup> Street to 9<sup>th</sup> street. We need to shrink the walking distance between downtown Queensgate to 460 feet. Doing all the above would generate 3.4 billion in economic return by providing local street access to all sides of the land returned. And, also, we would achieve a sort of restorative justice from the horrible urban renewable projects of the 50s and 60s. My mother lived in Kenyon-Barr district, and she had to move out of her house to make way for the original freeway, which I think is horrible. And also with that land, I think with that 40 acres you could build housing, you could do mixed-use housing, you might do an innovation hub or things like that, make another park, connect it to Smale Park. So, I think all of those things need to be done, and hopefully it will be done. Thank you.</p>	<p>where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) results in a minor contribution to cumulative business displacements; stormwater runoff; and loss of parkland, wetlands, streams, and threatened and endangered species habitat. Based on the evaluation of direct impacts contained in the supplemental Environmental Assessment, Refined Alternative I (Concept I-W) will improve community cohesion, improve traffic flow and safety for all modes of travel, provide additional economic opportunities, improve air quality, abate noise, improve aesthetics, and reduce flooding and storm sewer overflows, which will offset negative cumulative effects resulting from Refined Alternative I (Concept I-W). Therefore, when considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation</p>	<p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Cumulative Effects (4.10.2)</p>

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				<p>concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-111	Didrichson, Barbara	B-111-1	<p>02/21/2024 - I'm a resident of Cincinnati. I'm too young to remember the city of Cincinnati before the freeway system, but I am old enough to remember being a very young child riding a bus along Central Parkway with my mother when it was under construction, and it's a vivid memory of that big gash in the land separating our city. I really can appreciate all the work that you've been putting into this project, all the ways that you are trying to address the concerns that we have. But this is a once in a generation chance for us to be able to correct a very severe wrong that was done many years ago to reconnect parts of our city that have been disconnected from us ever since that time. I'm here in support of the Bridge Forward plan to the extent possible.</p> <p>I hope we can continue to get you to work with them to refine the plan, and I appreciate that you've made it a progressive plan that leaves room to that. And I want to restore the street grid, reconnect Queensgate and the West End with the rest of Cincinnati, enhance opportunities for pedestrians and cyclists. I</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

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			<p>actually get out on a bicycle myself a lot of times riding to the city, and I would appreciate a lot more opportunities to be able to do that safely. So, thank you very much. Appreciate it.</p>	<p>benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati CBD.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-112	Thach, Lauralee	B-112-1	<p>02/21/2024 - I'm here representing myself as a resident of the city of Cincinnati. I greatly appreciate all the work that has been done so far on this project, to take in public comment, to take in what organizations have said about this project, and to do further environmental concerns. However, I do believe that more it's necessary to truly do this project justice. Like everybody has said, and I will say, this is a once in a lifetime opportunity. This is something that we will look back for generations and we will want to have done correctly, and we will want to have done in a way that benefits us now and us in the future. I believe that this bridge needs to reconnect the communities of downtown and the West End.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained.</p> <p>Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>



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			<p>The I-75 mainline needs to be adjusted to allow for further regeneration of land in the downtown area. We need to make this plan better for pedestrians, and we need to make this plan better for cyclists. We need to make this plan better for our future. I am disappointed that more has not been done already. To support plans such as Bridge Forward or other considerations that reduce the footprint of this plan. And I look forward to seeing how this plan will take into consideration everybody's concerns that have been said tonight and how we will connect our community, as Cincinnati is wanting to do.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-112-2	<p>02/21/2024 - I would like to come back up here to reiterate what a lot of people have been saying. Just to make sure that you guys know, these opinions are shared throughout a lot of people. I would like to reiterate that air quality will decrease with the implementation of this bridge. Emissions will increase with the implementation of this bridge, and we will be creating a lot more air pollution by creating a lot more traffic.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source</p>	

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				<p>emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-112-3	<p>02/21/2024 - Induced demand is real. I'm sure you guys know this as traffic engineers, that adding more lanes will not reduce congestion. The studies show that induced demand shows that there are more opportunities for cars to go somewhere, the cars will take that opportunity. Data also shows that we don't need more lanes. Traffic has been decreasing on the Brent Spence Bridge recently as more people have shifted their mindsets in regards to cars.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-112-4	<p>02/21/2024 - This plan was originally made in 2012. So much of public mind has changed since 2012. I know, just me personally and many other people I know have gotten more into new urbanism, more pedestrian and bike focused techniques. Everybody has become more educated about how cars are not always the best mode of transportation. And, therefore, this plan that was made a long time ago and has changed minorly since then does not best reflect the needs of the public today and how we wish to be going forward. An example of what we could do with this is what we did with the Banks. Shrink the footprint. The original plan for the banks was much larger and we successfully were able to create what was necessary and shrink the footprint. Now we have a beautiful Banks district and still the mobility of the interstate through there.</p>	<p>Since 2012, KYTC and ODOT have conducted a Value Engineering Workshop (October 2012), a Performance-Based Design Workshop (December 2019), and other studies and activities to identify and evaluate measures to improve the design and constructability of the project while reducing the costs and impacts. Further refinements were identified through ongoing coordination with local municipalities, through additional public outreach, and as portions of the project progressed through more detailed design. These combined efforts culminated in a set of refinements that have been designated Refined Alternative I (Concept I-W) and are the focus of the supplemental Environmental Assessment.</p> <p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge. Refined Alternative I (Concept I-W) also provides new or improved sidewalks on local streets that are parallel to or cross the interstate.</p>	<p>Project History (1.2) Additional Refinements (3.3)</p>
		B-112-5	<p>02/21/2024 - I would also like to mention that as somebody who does not own a car and who does not plan to own a car, like many people in</p>	<p>A <a href="#">Socioeconomic Technical Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no</p>	<p>Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			Cincinnati, this plan will only damage our communities and not connect them. Thank you.	<p>impacts to pedestrian, bicycle, and transit access and mobility.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio.</p> <p>New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday, thus benefitting individuals who utilize these transit routes, including zero-car households. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts may provide additional benefits to zero-car households, including: improving neighborhood connectivity across the interstate; building the project with a context sensitive design that fits within the community; minimizing physical</p>	<p>Travel Patterns and Access (4.1.4)</p> <p>Socioeconomic Groups (4.1.8)</p>



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				intrusion and impact; and designing for sustained quality of life.	
B-113	Curran, Chris	B-113-1	02/21/2024 - I live in Ohio, work in Kentucky, well aware of the need for safe transit over the Ohio River. I have been an advocate for clean air and clean water for over half a century, and I believe it's complete environmental injustice to spend \$3.6 billion on a single mode of transportation.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing Brent Spence Bridge (BSB) for 210 trips every weekday. In addition, new and improved sidewalks,</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				shared-use paths, and bicycle lanes will enhance connections to existing bus stops.	
		B-113-2	02/21/2024 - It's very discouraging reading that there would be no disproportionate impacts on low-income, on zero car households, adults with disabilities, older adults, many people cannot drive. So, a one-horse, one highway solution is, as I said, a complete environmental injustice.	<p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The environmental justice (EJ) analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and the National Environmental Policy Act</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>A <a href="#">Socioeconomic Technical Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined</p>	<p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Alternative I (Concept I-W) would result in the following effects on these socioeconomic populations and groups:</p> <ul style="list-style-type: none"> <li>- No impacts to community resources; pedestrian, bicycle, and transit access and mobility; safety; air quality; stormwater; and workforce development;</li> <li>- No indirect impacts;</li> <li>- No substantial noise impacts;</li> <li>- Minimal relocation and greenhouses gases and climate change impacts;</li> <li>- Minor vehicular access and mobility; visual setting; cumulative; and temporary construction impacts; and</li> <li>- Benefits due to mitigation and enhancements for parks and historic properties; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics and visual character; and direct and indirect workforce enhancements.</li> </ul>	
		B-113-3	<p>02/21/2024 - The increase in traffic that is projected doesn't match what the highway traffic counts are. These were from ODOT for year after year after year. So, either the purpose and need is misguided, 16 lanes is way too much, or we are going to have tremendous air pollution.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and</p>	<p>Traffic (3.8) Air Quality (4.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the same OKI travel demand model of record that was used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p>	
		B-113-4	<p>02/21/2024 - I've been monitoring the ozone, which is normally high in the summer, in the winter it's been moderate. That doesn't sound bad. But when you're asthmatic, like I am, in 13% of our community, that's a health disparity and environmental injustice.</p>	<p>In November 2022, OKI completed a regional emissions and air quality conformity analysis demonstrating that the 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan conform to all applicable U.S. Environmental Protection Agency approved State Implementation Plans for air quality. The project is included in OKI's air quality conforming 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan. Furthermore, the design concept and scope of Refined Alternative I (Concept I-W) have not changed substantially from what is described in the Transportation Improvement Program. Therefore, no</p>	<p>Environmental Justice (4.1.7) Disadvantaged Communities (4.1.9) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>additional transportation conformity analysis is required related to ozone for Refined Alternative I (Concept I-W).</p> <p>Air quality effects on environmental justice (minority and low-income) populations were evaluated in an <a href="#">Environmental Justice Analysis Report</a>. Air quality evaluations considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone. In addition, a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on mobile source air toxics (MSAT) emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County.</p> <p>Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM2.5 when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM2.5 emissions for the non-EJ population.</p> <p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic</a></p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><u>Technical Report</u>. The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.</p>	
		B-113-5	<p>02/24/2024 - The storm water may be separated from the combined sewers, but funneling it into a 150 year old brick sewer on the Ohio side is poor design. Something is going to go wrong. The stormwater itself has been documented to have high levels of toxic metals since the 1990s. Nothing in the plan says what you're going to do to mitigate that. A lot more needs to be done. Thank you.</p>	<p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. ODOT and the Metropolitan Sewer District of Greater Cincinnati (MSD) have held multiple coordination meetings to discuss drainage design. The stormwater system along the BSB corridor in Ohio will be completely replaced, and the new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with MSD to build infrastructure to drain directly to Mill Creek and/or the Ohio River.</p> <p>To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p>	Utilities (4.12.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The existing brick sewer referenced by the commenter is outside the project area and owned by MSD. During detailed design, MSD will inspect and make recommendations on needed repairs for this piece of infrastructure. The required work for the separation of interstate stormwater runoff that will be incorporated into the BSB Corridor Project will be finalized during detailed design and through ongoing coordination between ODOT and MSD. MSD will continue to own and maintain this sewer.</p>	
B-114	Devery, Kerry	B-114-1	<p>02/21/2024 - I am a resident of the city of Cincinnati, and I also work at the edge of the downtown basin. I would like to see, like, a full environmental study because some of the assumptions don't seem very clear to me in the supplemental.</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p>	Introduction (1.)
		B-114-2	<p>02/21/2024 - I'm specifically thinking about how it talks about emissions and greenhouse gas will go down with this plan, and it just seems very unlikely. The assumptions in the report are saying that it'll go down because of reduced congestion and adoption of electric vehicles, if I remember correctly, and that just seems very unlikely, especially over the next 30 years.</p> <p>There's been, in the recent retail market, there's been a huge drawback in sales and EV's showing that there's not as much appetite</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>In addition, KYTC and ODOT prepared quantitative mobile source air toxics (MSAT) and emissions burdens analyses for the 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses used the U.S.</p>	Air Quality (4.6) Greenhouse Gases and Climate Change (4.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>for them as we realized especially since a lot of that kind of adoption rate is based off of subsidy. So, if the federal government doesn't pursue those subsidies, then the adoption rate is just not going to be there. Additionally, it's going from four lanes to eight lanes. So, you're bringing a ton of cars, you're doubling the capacity on the bridges, so you're going to bring a ton of emissions with them. Congestion might be reduced, but then eventually congestion is going to kick back in again. So, then we'll have worse emissions than we have now in ten years, 20 years into the project lifecycle.</p>	<p>Environmental Protection Agency's (USEPA's) Motor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and the emissions model used for the quantitative MSAT emissions analyses.</p> <p>The <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that the emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>The emissions burdens analysis concluded that emissions of volatile organic compounds, nitrogen oxides, and PM2.5 would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. Consistent with USEPA's analysis methodology, these reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using MOVES, which is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic.</p> <p>Consistent with USEPA's analysis methodology, greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to a 1.7 percent increase in total vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). The analysis concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p>	
		B-114-3	<p>02/21/2024 - And that's what I also haven't seen is why is it eight lanes? My understanding is based off of future modeling, 30 years in the future. But how many lanes do we need for today's traffic? Because we don't want more traffic, we don't want more emissions. And if you don't build eight lanes, we won't get eight lanes of traffic.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange</a></p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><a href="#">Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-114-4	<p>02/21/2024 - And finally, just allow for more street grid, more land capture and conversion of two ways in downtown, both in Cincinnati and Covington.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. All existing local street connections across I-75 are maintained, and Refined Alternative I (Concept I-W) connects to the existing downtown traffic configuration of one-way pairs in both Covington and Cincinnati. The City of Covington and the City of Cincinnati are responsible for decisions regarding the conversion of local one-way streets for two-way traffic within those municipalities. Refined Alternative I (Concept I-W) also provides new and improved pedestrian and bicycle infrastructure on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT will evaluate ideas generated by local municipalities during the innovation process. During the evaluation of innovation concepts, KYTC and ODOT have also committed to further evaluating reconfiguring 6<sup>th</sup> Street in Cincinnati to accommodate two-way traffic. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
B-115	Pryor, Stephan	B-115-1	<p>02/21/2024 - I'm here to talk about the street grid. Well, we in Queensgate area, back in the 50s, the 40s, Kenyon-Barr, when I-75, when it actually came through, the city of Cincinnati actually was rooted in racism by pushing the blacks out of the community of Kenyon-Barr for the I-75 project. One of our council members, Scotty Johnson, did apology for the city. And if I'm not mistaken, Queen City is a business district area with 366 business parcels. It has no community at all. So how can it rely on street grid to come down here? But the city needs to eliminate the fifty-two community because this is not a community. It has no purpose, public purpose of a community down here. No people. It has no council down in the Queensgate. They can restore part of this West End through the Kenyon-Barr by making a black business district down in this area. There is no residents in this approved public purpose</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>During public involvement activities, ODOT received multiple comments suggesting the inclusion of retail areas on the Ezzard Charles Drive bridge over I-75. On August 29, 2023, the City of Cincinnati requested that ODOT investigate decking or an expanded bridge on Ezzard Charles Drive to support future civic space or retail development. Based on further coordination with the City, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail</p>	<p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>letter that is required on this project to receive government funds. So, if I'm not mistaken, from Kenyon-Barr incident, what happened rooted in racism. This shouldn't have a street grid at all down here. I'm against that because it's not fair. But I like the Ezzard Charles. I like that how y'all have it in the background on y'all map about the Ezzard Charles with business up there that look good doing that. But Queensgate has no residents at all, so that wouldn't look good as a street grid going at all. So, I approve that message. Thank you.</p>	<p>development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction. The City of Cincinnati is responsible for future local land use and development decisions in Queensgate and along Ezzard Charles Drive.</p>	
B-116	Shaw, Kevin	B-116-1	<p>02/21/2024 - I'm a city of Cincinnati downtown resident, and just speaking on behalf of myself. I wanted to just talk a little bit about air quality. As a downtown resident, I haven't had a chance to read the whole supplemental report, but I did notice that there is no currently listed in the executive summary of mitigation or enhancement measures for air quality. Specifically, just as a downtown resident, specifically, I think the Brent Spence Bridge and I-71, which I live slightly closer to, already contribute significantly to the air quality in the region. And I think it's noteworthy that asthma rates I know are very, very high within the city and within the city's residents, especially as we want to grow as an agency. And I look forward to looking into that more as I read through the entire document.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p>	<p>Disadvantaged Communities (4.1.9) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses concluded that emissions of the analyzed pollutants would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County.</p> <p>Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area and no mitigation measures for permanent air quality impacts are required.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic Technical Report (January 2024)</a>. The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.</p>	
		B-116-2	<p>02/21/2024 – And just broadly speaking, I think it's notable throughout that emissions that will be created by this project are going to continue to contribute to climate change. It's not just this project, it's a system wide problem, but I think this project is representative of that as a whole. Our city has worked really hard as part of the Green Cincinnati Plan to implement changes that we can do locally. And the one area that is not budging is transportation and mobile sources, or mobility related sources, excuse me. I think it's pretty obvious that we've done a lot as far as reducing that.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p>	<p>Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-116-3	<p>02/21/2024 - But the more and more cars that we add to our community, to our city, to the downtown streets, to this new collector distributor system, are likely to contribute to continuing to shrink the area of downtown that is actually livable, despite the ten acres that are fringe right by the middle of a highway where no one really particularly wants to spend time, generally because of things like air quality and noise that are not appropriately mitigated. Thank you.</p>	<p>Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area and no mitigation measures for permanent air quality impacts are required. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts related to air quality. These include developing and implementing a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor. Temporary air quality effects will also be minimized by following federal, state, and local regulations regarding dust and emission controls.</p> <p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The Ohio analysis identified noise impacts at the Firefighters Memorial and an apartment building (31 total noise sensitive receptors) in the Cincinnati downtown area. Noise barriers were evaluated for the Firefighters Memorial and the apartment building but were not found to be feasible and/or reasonable per ODOT's noise policy. Noise impacts were identified for these receptors because the sound levels in both the existing (2029) condition and the proposed (2049) conditions exceed noise abatement criteria established by FHWA. Although noise levels are higher than established noise abatement criteria for both the existing and proposed conditions, Refined Alternative I</p>	<p>Air Quality (4.6) Noise - Ohio (4.8.2) Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>(Concept I-W) will only increase noise levels in the Cincinnati downtown area by a maximum of 1.3 decibels. According to ODOT's noise policy, the average person cannot detect an increase or decrease in sound pressure level of less than 3 decibels. Therefore, while noise mitigation is not proposed in the Cincinnati downtown area, Refined Alternative I (Concept I-W) is not anticipated to create a perceptible increase in noise levels in this area.</p>	
B-117	Lurk, Dylan	B-117-1	<p>02/21/2024 - West Fourth Street resident. But actually, I'm here tonight representing Bridge Forward. So, Bridge Forward is more than just a technically feasible design that your agencies have listened to and commented on and that we've iterated on, but we're also out here advocating for design improvements to attempt to right the wrongs of the past.</p>	<p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the Brent Spence Bridge (BSB) Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>These features include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of</p>	<p>Purpose and Need (2.)  Alternatives (3.)  Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District (CBD).</p>	
		B-117-2	<p>02/21/2024 - There are certainly benefits to our greater metropolitan region. Out of this project, of course, will be the wages and the expenditures during construction. When construction finishes, new businesses will hopefully locate in our region if it's done right, but they'll probably locate at the outskirts of our region with new warehouses, operations centers. That's where the growth seems to be. As a result, we'll see more trucks and we'll also see more cars, people commuting across the tri state area to these employment centers. So, our greater region will benefit.</p>	<p>Refined Alternative I (Concept I-W) is expected to result in net economic and employment benefits, including: minimal effects on revenues from property taxes or property owner income from rental properties; no expected impacts on property values or the attractiveness of rental properties; net benefits to workforce development and employment; and improved infrastructure to support national freight movement.</p> <p>The construction of Refined Alternative I (Concept I-W) is also expected to result in temporary increases in employment due to construction job creation, increased sale of construction supplies, materials, equipment, and fuel from local and regional sources and increased revenue for businesses providing services to construction crews.</p> <p>Traffic projections for Refined Alternative I (Concept I-W) were developed using the Ohio-Kentucky-Indiana Regional Council of Government (OKI) regional travel demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected population and employment growth are also incorporated into OKI's regional travel demand model. Traffic operational analyses documented in an <a href="#">Interchange Modification Study Addendum</a> (December</p>	<p>Traffic (3.8) Economy and Employment (4.1.6) Temporary Economic and Employment Benefits (4.11.3)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>2023) concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-117-3	<p>02/21/2024 - But what about the neighborhoods that this project runs through right now? It's the same ones that lost out when the interstate was installed many decades ago. The West End ripped apart. Camp Washington lasting effects. Covington lasting effects. Kenyon-Barr gone. Many of these neighborhoods of what still remains today have disproportionately low car ownership. So, it's kind of ironic that we're expanding a piece of infrastructure in these neighborhoods who many residents don't even benefit from the infrastructure being there in the first place.</p>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would not result in adverse effects on pedestrian, bicycle, or transit access and mobility in environmental justice communities.</p> <p>A <a href="#">Socioeconomic Technical Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no impacts to pedestrian, bicycle, and transit access and mobility for zero-car households.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington CBD neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday, thus benefitting individuals who utilize these transit routes,</p>	<p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>including zero-car households. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts may provide additional benefits to zero-car households, including: improving neighborhood connectivity across the interstate; building the project with a context sensitive design that fits within the community; minimizing physical intrusion and impact; and designing for sustained quality of life.</p>	
		B-117-4	<p>02/21/2024 - So, the Bridge Forward vision seeks to right those wrongs as best as we can, while still keeping the piece of infrastructure in place. We're looking for continued reduced size in the footprint. We're looking for more improvements to reduce the crossing distance across that chasm. We're looking for street grid extension improvements. All of these will help contribute to the urban environment that this project runs through and help to right the wrongs of the past.</p>	<p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>During the progressive design-build contract, KYTC and ODOT will evaluate innovation concepts to provide additional community benefits. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as the City of Cincinnati and Hamilton County and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process. For example, the City of Cincinnati is assembling an advisory committee to provide project feedback that will include representatives from Hamilton County, the Cincinnati Port Authority, community councils, development corporations, business groups, and other interested groups.</p> <p>KYTC and ODOT will make final decisions about innovation concepts based on technical evaluation and coordination with local agencies.</p>	
		B-117-5	<p>02/21/2024 - So, in closing, I want to thank you for listening and working with us. As far as we've gotten thus far and the improvements that have come about. I implore you to continue to fully adopt the Bridge Forward vision in its entirety.</p>	<p>During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	<p>Future Design Refinements (3.7)</p>
		B-117-6	<p>02/21/2024 - I want to address separate from Bridge Forward, but in my capacity as a resident of downtown, I live on the [REDACTED] block of West Fourth street. It's called Historic West Fourth Street. That's the name of the district. It's historic for a reason. There are many historic buildings in that one or two block area. And looking at the slides and the posters in the back, I haven't seen any adequate mitigation measures for the noise quality impacts. Right here where 71 and 75 interchange. Like I said, it's historic. So, there's</p>	<p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report (October 2023)</a>. The Ohio analysis identified noise impacts at an apartment building, which is in the same block of 4<sup>th</sup> Street that was referenced by the commenter. Noise barriers were evaluated for the apartment building but were not found to be feasible or reasonable per ODOT's noise policy. Noise impacts were identified for this apartment building because the sound levels in both the existing (2029) condition and the proposed (2049) conditions exceed noise abatement criteria established by FHWA. Although noise levels are higher than established noise abatement criteria for both</p>	<p>Noise - Ohio (4.8.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>many old buildings. The building I live in, very old.</p> <p>Not a day goes by where I don't hear a truck horn honking by with my windows closed. The windows are closed. Every day I have to listen to the sounds of cars rushing by. It's particularly bad when it's raining out because there's a lot more noise with the rushing water and the water running up the tires and all that stuff. So, I would just ask that there be considerations made to the residents who live downtown. It's not just an employment center. It's not just a place where people come from the suburbs to have fun, but people, many thousands of people live downtown. So please make sure that the residents who live downtown are being taken into account as these plans are being finalized. Thank you.</p>	<p>the existing and proposed conditions, Refined Alternative I (Concept I-W) will only increase noise levels in this area by a maximum of 1.3 decibels.</p> <p>According to ODOT's noise policy, the average person cannot detect an increase or decrease in sound pressure level of less than 3 decibels. Therefore, while noise mitigation is not proposed in the area referenced by the commenter, Refined Alternative I (Concept I-W) is not anticipated to create a perceptible increase in noise levels in this area.</p>	
B-118	Riegler, Nick	B-118-1	<p>02/21/2024 - I'm a lifelong resident of Cincinnati out in Cleves, but I have also lived in Newport. I'm incredibly excited for this massive investment to our city and surrounding infrastructure. Opportunities like this do not come often, and we need to take the chance to truly revolutionize this space. The Brent Spence bridge, as anyone can see, is in dire need of replacement. But the idea of increasing traffic lanes is a short sighted strategy.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will rehabilitate and reconfigure the existing double-decker Brent Spence Bridge (BSB) to carry three lanes of traffic on each deck as part of a new collector-distributor roadway system. A new double-decker companion bridge will be built west of the existing BSB to carry five lanes of through (interstate) traffic on each deck.</p>	<p>Project Description (1.1)</p> <p>Purpose and Need (2.)</p>
		B-118-2	<p>02/21/2024 - When all you have is a hammer, everything looks like a nail. So, I understand that to traffic engineers, expanding roads is a logical choice. But induced demand is real, and it will only exacerbate the problem.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor,</p>	<p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-118-3	<p>02/21/2024 - The reduction of urban freeways is an existential necessity. Not only is it ugly, it's dangerous and a terrible allocation of space. It kills the character of our city.</p>	<p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities, including aesthetic enhancements,</p>	<p>Alternatives (3.) Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				multimodal facilities, noise reduction measures, and drainage improvements. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit on community cohesion.	
		B-118-4	02/21/2024 - Please reconsider alternative public transit options to reduce traffic flow on the highway. It helps everyone, not just highway users.	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	Purpose and Need (2.) Travel Patterns and Access (4.1.4)
		B-118-5	02/21/2024 - And the city needs more natural foot traffic. Revenue has been so bad in the wake of the pandemic that some of the largest corporate tenants of the city have been forcing	Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options	Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			work from home employees to return to the office just so the city can make maximum of their losses. And it's a true shame that more people can't experience the city as a pedestrian with the current options available.	available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75 corridor and may improve access to transit, employment, healthcare, cultural, recreational, and commercial destinations. At Pike Street and West 12 <sup>th</sup> Street/MLK Jr. Boulevard, the project will improve connections to the Lewisburg neighborhood, which was left isolated from greater Covington by the original interstate construction. In Ohio, the bicycle and pedestrian infrastructure will improve connectivity in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will support future planned improvements of regional pedestrian and bicycle networks.	
B-119	Guthrie, Daniel	B-119-1	02/21/2024 - I'm a resident Cincinnati at Kennedy Heights. I'd like to start by saying that I would like to request ODOT and conduct a full environmental impact statement regarding the Brent Spence Corridor Project for the following reasons.	The analysis documented in the supplemental Environmental Assessment (EA) has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National Environmental Policy Act determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Project Description (1.1)
		B-119-2	02/21/2024 - I think that I'm deeply skeptical that this project will kind of deliver the results that have been promised to ease congestion and improve the flow of traffic for the following reasons. North of the river, there are two major interstates that are emerging, Interstate 75 and 71. I struggle to see how that will never not increase congestion.	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i> , and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. OKI's regional travel demand model also includes projected population and employment growth. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-119-3	<p>02/21/2024 - And then south of the river with cut-in-the-hill as long as I've lived here, that has also always contributed to congestion and reducing the flow of traffic.</p>	<p>Refined Alternative I (Concept I-W) provides six lanes for northbound and six lanes for southbound interstate traffic in the area known as the "cut-in-the-hill." Traffic operational analyses prepared for Refined Alternative I (Concept I-W) include consideration of roadway grades on various roadway sections. The traffic operational analyses, which are documented in an <a href="#">Interchange Modification Study Addendum</a>, concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations along the area known as the "cut-in-the-hill" for all projected trips in the project area through the year 2049.</p>	Traffic (3.8)
		B-119-4	<p>02/21/2024 - And then also in Louisville, I think that there is a relevant example for us to draw from with the Lincoln Bridge, that the leaders in Kentucky and Indiana built that. Then when they implemented a toll, the projected traffic across the Lincoln Bridge did not meet the projections because of the toll. They learned that the network that they had down there already had additional capacity and alternatives for drivers to use. And I believe that we may be</p>	<p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include tolling.</p> <p>OKI's regional travel demand model, which was used to develop the certified traffic projections for Refined</p>	Funding (1.2.1) Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>making the same mistake with some of the assumptions that we're making with this project. We don't actually know if the network of roads, bridges and highways that the Cincinnati region has alternatives and additional capacity for drivers to use. So, for that reason, I would support implementation of a toll on the Brent Spence bridge before moving forward with this project. Just to better understand that the current network that we have and the infrastructure assets that we've already built, to just understand if we need that additional capacity. Thank you.</p>	<p>Alternative I (Concept I-W), accounts for demand and capacity of the transportation system at a regional level.</p>	
B-120	Wettengel, Wes	B-120-1	<p>02/21/2024 - I'm a lifelong resident of Hamilton County. And I just wanted to say when the first time I saw the Bridge Forward plan, I was like, wow, that is exactly what we should do. I remember before Fort Washington Way got shrunk, how awful it was to cross from the central business district down to the river. Nobody came down there. It was awful. But you see the plan for Bridge Forward and it's like a light bulb going off in your head. It's like, that is what we should do. I know it costs more. I get all that. But Fort Washington Way is 1000 times better than it was before.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing Brent Spence Bridge (BSB) for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to</p>	<p>Purpose and Need (2.)  Alternatives (3.)  Future Design Refinements (3.7)  Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-121	Leonardi, Benedict	B-121-1	02/21/2024 - Reconnect street grid! Downtown/urban core was, at one time among the most dense & vibrant areas in America! Rents/prop values are high - there is demand for more urban living so....	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	<p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p>
		B-121-2	02/21/2024 - Return more land to the city (or cities-Covington as well!) People like living in cities, give cities the opportunity to provide more living opportunities.	Based on coordination with the City of Cincinnati, Refined Alternative I (Concept I-W) incorporates minor reconfigurations to the 3 <sup>rd</sup> Street, 4 <sup>th</sup> Street, 5 <sup>th</sup> Street, and 6 <sup>th</sup> Street ramps in downtown Cincinnati that will open up	Additional Refinements (3.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>approximately 10 acres of land for potential redevelopment and/or public use. Based on further coordination with the City, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. One of the design-build contract objectives that KYTC and ODOT will consider during the evaluation of innovation concepts is minimizing the footprint of the interstate system to maximize potential developable space.</p>	<p>Future Design Refinements (3.7)</p> <p>Public Comments (5.1.1)</p>
		B-121-3	<p>02/21/2024 - Re-evaluate companion bridge – traffic has been falling and we SO NOT need to induce more traffic.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor,</p>	<p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 Environmental Assessment estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-122	Minich, Ryan	B-122-1	02/21/2024 - Am I the only one that finds it ironic that this is at least the second ODOT held open house/public engagement session held at Longworth Hall? THE BUILDING is subject to partial demolition for highway expansions. IT is a Federally Designated Historically Significant Building. A B&O Railroad Building, with a twin in Baltimore, both buildings are as long as the Empire State building is tall. Well, Cincinnati's won't be for long... Baltimore incorporated its B&O rail depot building into the Baltimore Oriols MLB Stadium design for Camden Yards.	<p>Refined Alternative I (Concept I-W) will remove 204 feet of the Longworth Hall building, which is eligible for listing on the National Register of Historic Places. Refined Alternative I (Concept I-W) will have an adverse effect on Longworth Hall in accordance with Title 36 of the Code of Federal Regulations (CFR) section 800.5(a). Impacts will be mitigated by the completion of repair, upgrade, restoration, enhancement, and refurbishment on the portions of the building impacted by construction and the portions of the building to remain. ODOT is in the process of purchasing the full Longworth Hall property from a willing seller. ODOT's potential use of the interior and exterior of the building will not cause additional adverse effects to the building or affect its continued use or access.</p> <p>The mitigation measures for Longworth Hall were coordinated with consulting parties in Ohio. A Section 106 Programmatic Agreement specifies the mitigation measures for Longworth Hall, which are incorporated into the project's environmental commitments.</p>	History/ Architecture Resources (4.5.2)
		B-122-2	02/21/2024 - Additionally, the expansion – the widening-the doubling or more of lane capacity on either end of the Ohio River is insane. Eventually the highway has to bottleneck down to 3-4 lanes in each direction. So as a corridor project sold as a solution to ease congestion and improve bottleneck conditions – it is destined to fail at either measure. Time will tell, if the proposed expansion gets built, it will worsen congestion and by design increase bottleneck conditions. On either end of the BSB corridor scope, the highway steps down to 5 lanes, then to 4 lanes, and in some areas 3 lanes in each direction.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lane continuity in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI, and ODOT has been following these recommendations in work that has been ongoing throughout the I-75 corridor, including the BSB Corridor Project.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-122-3	02/21/2024 - Tangentially, as I understand it, all the scope of E-W connections from the Brent Spence Bridge to the Western Hills Viaduct that cross the city from over underpasses of I-75 are existing connections. Why are we only proposing to tear down and rebuild existing connection? Why aren't we examining reconnection past city street connections from before the highway construction severed these streets and split neighborhoods. Queensgate, as we now know it has the greatest potential for new connections to the Central Business District. As I understand it, no new connections across I-75 are proposed in the West End or in Camp Washington.	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT are continuing to coordinate local connections with the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>
		B-122-4	02/21/2024 - Why not reconnect 5 <sup>th</sup> Street between Central & Gest St?	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by the City of Cincinnati and other groups, some of which include extending 5<sup>th</sup> Street over I-75 in downtown Cincinnati.</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p>
		B-122-5	02/21/2024 - Why does 7 <sup>th</sup> Street in CBD connect to 8 <sup>th</sup> Street in Queensgate? Why not revive the historic 7 <sup>th</sup> Street connection in Queensgate? 8 <sup>th</sup> St in Queensgate diverts to other 9 <sup>th</sup> or 7 <sup>th</sup> streets in CBD.	<p>Refined Alternative I connects 7<sup>th</sup> Street to Gest Street in Queensgate and accommodates 8<sup>th</sup> Street eastbound traffic to tie into the one-way pairs in the Cincinnati Central Business District. 7<sup>th</sup> Street connects to 8<sup>th</sup> Street in Queensgate under the existing conditions, and Refined Alternative I (Concept I-W) maintains this connection. The</p>	<p>Travel Patterns and Access (4.1.4)</p>

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				configuration of 8 <sup>th</sup> Street is necessary to accommodate the existing one-way pairs in the Cincinnati Central Business District.	
		B-122-6	02/21/2024 - Why not connect Court Street in the West End to "Gest" St in what is now Queensgate?	A roadway connection is not planned at this location due to the geometry of the roadway and topography of the site. Vehicular traffic can use Linn Street, 8 <sup>th</sup> Street and Freeman Avenue to connect to Gest Street, a distance of about 0.50 miles. Refined Alternative I (Concept I-W) also includes a new pedestrian bridge to connect West Court Street to Freeman Avenue, which provides direct pedestrian access to Gest Street.	Travel Patterns and Access (4.1.4)
		B-122-7	02/21/2024 - Why not reconnect York Street on either end of the West End and what is now Queensgate?	Refined Alternative I (Concept I-W) provides an alternate route via Findlay Street that is 0.3 miles longer than the new connection suggested by the commenter and is compliant with the requirements of the Americans with Disabilities Act. Connecting York Street across I-75 would also require an additional business relocation in the West End neighborhood.	Travel Patterns and Access (4.1.4)
		B-122-8	02/21/2024 - Why not reconnect Colerain Ave in Camp Washington to the West end?	The abutments for the new Western Hills Viaduct bridge present a large obstruction that would preclude reconnecting Colerain Avenue across I-75.	Travel Patterns and Access (4.1.4)
		B-122-9	02/21/2024 - Why not connect Straight St in Camp Washington to Straight Street in CUF? Why not reconnect Bates Ave on either side of I-75 which is a severed street connection on Camp Washington that connected to Central Pkwy.	The areas described by the commenter are outside of the limits and project area of the BSB Corridor Project.	Travel Patterns and Access (4.1.4)
		B-122-10	02/21/2024 - Because this is a highway expansion project when it should be a highway reduction project focused on reconnection city neighborhoods.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.) Neighborhood and Community

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				KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities, the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit on community cohesion.	Cohesion (4.1.2)
		B-122-11	02/21/2024 - Take the Fort Washington Way design approach to the Ohio side of the highway interchanges in Queensgate the Central Business District and the West End.	KYTC and ODOT have evaluated depressing I-75 and extending local streets across the highway to form an urban street grid similar to Fort Washington Way in Cincinnati, which is documented in the <a href="#">Public Involvement Summary (January 2024)</a> . These concepts would not be geometrically feasible and would result in a greater project footprint than Refined Alternative I (Concept I-W). Furthermore, these concepts would not maintain continuity along US-50, would increase traffic on the local street network in the City of Cincinnati, and would not provide additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur on the BSB and therefore do not meet the project purpose and need.	Public Comment Outcomes (5.1.2)
		B-122-12	02/21/2024 - Do the design that Bridge Forward proposed. Reconnect the city to its historic street grid by providing highway over & under passes across I-75 in the 3-4 effected neighborhoods that his corridor improvement project scope encompasses. Thank You	<p>Refined Alternative I (Concept I-W) meets the project purpose and need and maintains or improves existing local connections. In addition, features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward. These include minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Comments (5.1.1)</p>

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				<p>principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss</p>	



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				their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a> . During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.	
B-123	Secker, Mary	B-123-1	02/22/2024 - We are an OH certified DBE. How do we get pre-qualified for work over \$1M?	Information about prequalification requirements for both KYTC and ODOT are available on the project website: <a href="https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/">https://brentspencebridgecorridor.com/work-with-us/construction-contractor-resources/</a> .	
B-124	Maley, Brandon	B-124-1	02/22/2024 - My company owns a property affected by the bridge project. Who can I speak with regarding the property easement? The area impacted by this project has power, water, and fiber optic connectivity overhead and/or underground.	ODOT has already acquired most of the property needed to build the project, and all impacted property owners have been contacted. Based on the contact information provided, the commenter owns property impacted by the project in Ohio. ODOT will coordinate utility relocation requirements with this property owner during the detailed design phase of the project. Questions about right-of-way acquisition can be directed to the ODOT Brent Spence Bridge Corridor Project Manager: <a href="mailto:Tom.Arnold@dot.ohio.gov">Tom.Arnold@dot.ohio.gov</a> .	Land Use (4.1.1) Utilities (4.12.1)
B-125	Plaskett, Eli	B-125-1	02/22/2024 - Given the overwhelming recent scientific consensus that adding lanes of traffic does not reduce congestion - and can in fact increase congestion - what purpose does this bridge project actually serve?	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.  KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i> , and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel	Purpose and Need (2.) Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model.</p> <p>Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-125-2	02/22/2024 - This will destroy over two dozen homes and businesses,	<p>Refined Alternative I (Concept I-W) requires 4 residential, 1 partial commercial, and 24 full commercial (including 14 tenants in one structure) relocations. In addition, ODOT is in the process of purchasing the full Longworth Hall property at a mutually agreed upon price and from a willing seller as a result of the right-of-way negotiation process. The building will remain occupied, and only businesses directly impacted by the removal of 204 feet from the building's east end will be relocated. ODOT may use interior space or the exterior grounds surrounding the building during the project's construction, but no impacts</p>	Relocations (4.1.5)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>to the building's continued use for commercial office, retail, and event space are anticipated.</p> <p>The acquisition of property for right-of-way (including residential and business relocations) has been, and will continue to be, in accordance with the Uniform Act, which provides relocation services to impacted property owners and tenants. The majority of the Ohio businesses have already been relocated and removed under the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI). Ongoing acquisition activities in Kentucky and Ohio have indicated that affected businesses will be able to relocate within the same geographic area if so desired, either in existing structures or new construction.</p> <p>None of the commercial relocations is expected to result in substantial job loss or economic impact, nor are they known to be substantial employers or serve unique needs within the surrounding communities. In addition, avoidance and minimization measures incorporated into Refined Alternative I (Concept I-W) have reduced residential and commercial relocations to the greatest extent practicable. Therefore, Refined Alternative I (Concept I-W) is only expected to result in minor impacts due to residential and commercial relocations.</p>	
		B-125-3	02/22/2024 - increase traffic congestion, and worsen our already terrible air quality,	<p>An <a href="#">Interchange Modification Study Addendum</a> prepared for the project concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p>	Traffic (3.8) Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>In addition, KYTC and ODOT prepared quantitative mobile source air toxics (MSAT) and emissions burdens analyses for the 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses used the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emissions Simulator (MOVES) and travel demand models for the project's approved certified traffic. MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and the emissions model used for the quantitative MSAT emissions analyses.</p> <p>The <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that the emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>The emissions burdens analysis concluded that emissions of volatile organic compounds, nitrogen oxides, and PM2.5 would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. Consistent with USEPA's analysis methodology, these reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-125-4	02/22/2024 - and we're expected to pay over \$3 billion	<p>The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor. The cost of the companion bridge and the rehabilitation of the existing BSB will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge. In December 2022, KYTC and ODOT received \$1.635 billion in federal funding grants under programs created by the Bipartisan Infrastructure Law. The Kentucky General Assembly passed, and Governor Beshear signed, a budget bill that included funding to fulfill state match requirements for large projects. Ohio's legislature approved the State Transportation Budget that allows</p>	Funding (1.2.1) Cost Estimates (3.6)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				ODOT to use a combination of other federal funding and state funding from the motor fuel tax and bonding.	
		B-125-5	02/22/2024 - and endure a decade of construction traffic for the privilege of suffering this diminished quality of life. <a href="https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html">https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html</a>	Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control.	Construction Impacts (4.11)
		B-125-6	02/22/2024 - I'm a citizen of Cincinnati. I'm calling mostly to express my confusion with this because I've seen as multiple news agencies have covered multiple scientific journals, have explored increasing lanes of traffic, does not reduce traffic congestion on highways. It tends to make traffic congestion worse.	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i> , and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> , and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.  When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals,	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>households, number of lanes, projected trips, and calculated travel times.</p> <p>Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-125-7	02/22/2024 - So, it seems like we're promising eight years of construction.	<p>Construction on Phase III of the BSB Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II (Linn Street to Findlay Street in Ohio) is expected to begin in 2026 with completion in 2031. Construction of Phase I (Findlay Street to Marshall Avenue in Ohio) is expected to begin in 2029 and be completed in 2032. The construction timeframes are typical for large, complex urban interstate widening projects and for the construction of a new double decker companion bridge spanning the Ohio River.</p> <p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job</p>	<p>Project Description (1.1)</p> <p>Construction Impacts (4.11)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>creation and increased sale of construction-related supplies and services.</p> <p>Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control.</p>	
		B-125-8	02/22/2024 - We're taking out basketball courts and parks	<p>Refined Alternative I (Concept I-W) will not remove any parks. Two public parks will be permanently impacted by Refined Alternative I (Concept I-W): the Goebel Park Complex in Kentucky and the Queensgate Playground and Ball Field in Ohio.</p> <p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way, including 360 feet of walking trails, two basketball courts, and associated resources from the Goebel Park Complex. Impacts will be mitigated through the provision of replacement land; reconstruction of the walking trail within the complex; and a financial commitment from KYTC for the development of a new Goebel Park Complex Master Plan, replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park, and a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park. Noise/visual screening barriers are also proposed to provide enhanced sound reduction in the complex. In addition, the separation of interstate runoff from the combined sewer system will reduce flooding and combined sewer overflows in the complex.</p> <p>Under the 2012 EA/FONSI, ODOT acquired 0.72 acre of permanent right-of-way and easement from the Queensgate Playground and Ball Field, including outfield</p>	<p>Goebel Park Complex (4.13.3)</p> <p>Queensgate Playground and Ball Field (4.13.7)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>areas for the ball fields that existed at that time. Trees and shrubs along the southern edge of the park will also be removed during the construction of the highway, retaining wall, and a proposed noise barrier. Impacts were mitigated by compensating the City of Cincinnati for the land, relocation of recreational facilities, preparation of construction plans for the ball field reconfiguration, and construction monitoring of the mitigation. A noise barrier is also proposed to mitigate noise impacts. If noise public involvement concludes that a noise barrier will not be built, then ODOT has committed to installing limited access right-of-way fencing along the park and highway boundary.</p>	
		B-125-9	<p>02/22/2024 - and destroying community cohesion in largely black neighborhoods.</p>	<p>KYTC and ODOT have worked to incorporate several enhancements to provide additional benefits to surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle</li> </ul>	<p>Neighborhood and Community Cohesion (4.1.2) Environmental Justice (4.1.7)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.	
		B-125-10	02/22/2024 - And the only thing Cincinnati and Northern Kentucky are going to get out of it are increased pollution, worse traffic, and you know, poorer air quality.	<p>An <a href="#">Interchange Modification Study Addendum</a> prepared for the project concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered PM2.5, carbon monoxide, and ozone. The project area is in attainment with NAAQS for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>In addition, KYTC and ODOT prepared quantitative MSAT and emissions burdens analyses for the 2020 existing, 2050 no-build, and 2050 build scenarios. The analyses used USEPA's MOVES and travel demand models for the project's approved certified traffic. MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and the emissions model used for the quantitative MSAT emissions analyses.</p> <p>The <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that the emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered</p>	Traffic (3.8) Air Quality (4.6)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>The emissions burdens analysis concluded that emissions of volatile organic compounds, nitrogen oxides, and PM2.5 would be substantially reduced for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. Consistent with USEPA's analysis methodology, these reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant. Given the above, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-125-11	02/22/2024 - This seems like an absolutely mad project with no purpose and you know, that's my only comment.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.)
B-126	V., Rachel	B-126-1	02/22/2024 - Instead of the connection-distributor systems for local traffic, has expansion of public transit been considered? I'd love to see ways to reduce traffic by limiting reliance on cars	<p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-126-2	02/22/2024 - Historically, road way construction has affected people of color and minor communities. Has this been considered for this project?	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	Environmental Justice (4.1.7)
		B-126-3	02/22/2024 - I'm disappointed that Goebel park complex will lose land to this project. People deserves green space within in walking distance to the city	<p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way, including 360 feet of walking trails, two basketball courts, and associated resources from the Goebel Park Complex. Impacts will be mitigated through the provision of replacement land; reconstruction of the walking trail within the complex; and a financial commitment from KYTC for the development of a new Goebel Park Complex Master Plan, replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park, and a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park. Noise/visual screening barriers are also proposed to provide enhanced sound reduction in the complex. In addition, the separation of interstate runoff from the</p>	Goebel Park Complex (4.13.3)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				combined sewer system will reduce flooding and combined sewer overflows in the complex.	
		B-126-4	02/22/2024 - It doesn't seem like the mitigations for the endangered bat species will actually do anything to mitigate habitat loss.	The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Measures incorporated into the project to minimize and mitigate impacts to threatened or endangered bat species will also minimize and mitigate impacts to terrestrial habitat. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund. The Imperiled Bat Conservation Fund will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.	Terrestrial Habitat (4.2.3)
		B-126-5	02/22/2024 - Is there no mitigations for the impact of YEARS of destruction/construction??	Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control.	Construction Impacts (4.11)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-127	Jess	B-127-1	02/22/2024 - Why are there no proposed noise barriers on the West side of the highway in Cincinnati? Thank you for your time and allowing for public comment!	ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The Ohio analysis identified noise impacts at three isolated residences on the west side of I-75 in Cincinnati; however, the impacted residences are spaced over a distance of about 2,000 feet. Noise mitigation for isolated residences is not cost effective per ODOT's noise policy, and noise mitigation is not proposed for these residences. The Ohio analysis also identified noise impacts at the Cincinnati Job Corps, which is also west of I-75 in Cincinnati. Noise barriers were evaluated for the Cincinnati Job Corps but were not found to be cost effective per ODOT's noise policy; therefore, noise mitigation is not proposed in this location.	Noise - Ohio (4.8.2)
B-128	Butler, Matt	B-128-1	02/22/2024 - This is Matt Butler with the Devou Good Foundation. About a year ago, the Environmental Protection Agency on February 15 <sup>th</sup> 2023, raised a number of serious concerns over a preliminary draft of the supplemental environmental assessment. While the supplemental environmental assessment addresses some of these issues, it totally misses the mark on some, and it is incomplete, insufficient, or [audio is unclear] misleading as to others.	The U.S. Environmental Protection Agency (USEPA) is a federal cooperating agency for the Brent Spence Bridge (BSB) Corridor Project. FHWA held regular coordination meetings for federal participating and cooperating agencies throughout the development of the supplemental Environmental Assessment (EA). Cooperating agencies were afforded the opportunity to review and provide comments on multiple drafts of the supplemental EA. FHWA has addressed all comments received from federal cooperating agencies. All cooperating and participating agencies have been notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating and cooperating agencies.	Participating & Cooperating Agencies (5.4)
		B-128-2	02/22/2024 - It cannot support a finding of no significant impacts, FONSI. Reasonable alternatives were not considered. A number of important impacts were not considered at all. Others were inadequately considered, and some of the impacts of the project that were identified are not to be mitigated. As a result, an EIS must be prepared.	The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Environmental Policy Act (NEPA) determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	
		B-128-3	02/22/2024 - ODOT is obligated to take affirmative action to mitigate prior discriminatory harms, the SEA earnestly discounts the project's harms to nearby minority residents. Census data documents the racial segregation, the EPAs EJA screening tool documents already existing harms.	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice (EJ) populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to EJ populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p> <p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area</p>	Environmental Justice (4.1.7) Cumulative Effects (4.10.2)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood.</p> <p>Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p>	
		B-128-4	02/22/2024 - Failure to include a reasonable alter alternative, which included investments in an expansion of public transit as a means of reducing the amount of highway expansion.	In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative	Purpose and Need (2.) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-128-5	<p>02/22/2024 - The SEA inadequately addresses air pollution impacts of the project. EPA has issued more stringent air quality standards for particulate pollution in order to protect the public health.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report</a> (August 2023). The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario.</p>	Air Quality (4.6)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build.</p> <p>Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-128-6	02/22/2024 - The noise impacts.	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section (August 2023)</a>. The studies found seven noise barriers to be feasible and reasonable per KYTC's <i>Noise Analysis and Abatement Policy</i> (KYTC noise policy), and KYTC is proposing noise barriers to mitigate noise impacts in these areas.</p> <p>Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. The results of those studies are documented in a <a href="#">Technical Memorandum: Additional Traffic Noise Assessment Kentucky Southern Section (February 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and</p>	Noise (4.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>noise/visual screening barriers during the detailed design phase of the BSB Corridor Project.</p> <p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The study found five noise barriers to be feasible and reasonable per ODOT's <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i> (ODOT noise policy), and ODOT is proposing noise barriers to mitigate noise impacts in these areas. In addition, ODOT has committed to constructing 57-inch barriers on the Liberty Street, Findlay Street, and Bank Street bridge parapets. These barriers will be 15 inches taller than standard ODOT bridge barriers, and the increased height will further reduce tire pavement noise. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p>	
		B-128-7	02/22/2024 - The SEA fails to adequately address greenhouse gas emissions and climate change;	KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using USEPA's MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. The analysis	Greenhouse Gases and Climate Change (4.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-128-8	02/22/2024 - failure to reasonably assess induced travel demand;	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.	
		B-128-9	02/22/2024 - and the failure to consider tolling to reduce congestion and eliminate or reduce the need for adding lanes. That is all. Thank you.	The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include tolling.	Funding (1.2.1)
		B-128-10	02/22/2024 - The Federal Highway Administration determined back in August of 2012 that the then preferred alternative would have no significant impact on the human or natural environment. Almost a dozen years have passed since then, and much has changed over that time.	The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.	Introduction (1.)
		B-128-11	02/22/2024 - The projected increases in traffic volumes that were used then to justify the need for adding a new 10 lane bridge across the Ohio River have not occurred. The combination of the covid epidemic and the widespread adoption of video technology for working virtually has reduced commuting traffic volumes.	Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record.</p> <p>The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				the corridor and lower expected rates of population and employment growth in the OKI region.	
		B-128-12	02/22/2024 - Scientific knowledge and understanding of the impacts of greenhouse gas emissions has advanced, as has recognition of the need to reduce such emissions in order to limit the magnitude of the enormous risks and harms resulting from climate change.	The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA's MOVES, which is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.	Greenhouse Gases and Climate Change (4.7)
		B-128-13	02/22/2024 - Federal policies to address racial and ethnic inequity and disparities, including environmental injustice have been strengthened.	Additional targeted EJ outreach was conducted between 2022 and 2023. In addition, an <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (EJ) populations. The EJ analysis was conducted in accordance with all applicable federal and state guidelines. Where differences in methodology occurred, the most conservative and inclusive approach was followed.	Environmental Justice (4.1.7)
		B-128-14	02/22/2024 - Moreover, the current preferred alternative has changed in numerous ways from what was evaluated in 2012. As a result, an EIS must be prepared.	The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.  All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. Detailed descriptions of the	Introduction (1.) Development of Refinement Concepts (3.2) Additional Refinements (3.3) Project Refinements (Appendix A)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>refinements incorporated into the project since the 2012 EA/FONSI are provided in the supplemental EA, and further supporting documentation is provided in its appendices.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a FONSI. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
		B-128-15	<p>02/22/2024 - Wildly inaccurate traffic projections are being used to justify a boondoggle project that only exacerbates the harms that were inflicted on minority communities. When the interstate was first constructed, daily automobile traffic grew from about 160,000 in 2005 to almost 180,000 in 2014. Then dropped to about 135,000 in 2015, recovered to about 160,000 by 2017, and then declined again to about 150,000 in 2021 and 2022 for a net decrease of about 6% over 17 years. That is all. Thank you.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record.</p> <p>The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals,</p>	<p>Traffic (3.8) Environmental Justice (4.1.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (EJ) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> </ul>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<ul style="list-style-type: none"> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	
		B-128-16	<p>02/22/2024 - The SEA fails to adequately address greenhouse gas emissions and climate change. The SEA fails to even mention the greenhouse gas emissions from construction. It is resulting from producing and transporting the concrete steel, asphalt and other materials to the site, fueling the heavy equipment used to demolish existing infrastructure and to construct the billions of dollars of new infrastructure, operating lighting for night construction, and the like. Those emissions will be front loaded occurring during the first four to six years, and those emissions will remain in the atmosphere as long as a century and will continue to cause additional warming year after year, adding to the resulting climate change impacts.</p>	<p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA's MOVES, which is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in</p>	<p>Greenhouse Gases and Climate Change (4.7)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary air quality impacts during construction.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-128-17	<p>02/22/2024 - With respect to greenhouse gas emissions from use of the expanded highway corridor, the SEA's failure to adequately account for the induced travel that will result from the expanded highways renders it as its estimates unreliably low. The reductions over time in the agency's projected emissions result from factors entirely independent of this project, federal fuel efficiency and exhaust emission standards and gradual replacement of current vehicles by newer vehicles with lower emissions. However, they project dramatically higher volumes of traffic in the future in this corridor than currently exist, an increase in daily traffic volume by 50% by 2035 from volumes in 2017 to 2021, and admit that the preferred alternative will result in 1.7% more traffic than the no-build scenario.</p>	<p>Traffic projections for the BSB Corridor Project were updated during the preparation of the supplemental EA. The comment appears to potentially reference traffic from prior studies.</p> <p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA's MOVES, which is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic.</p> <p>Consistent with USEPA's analysis methodology, greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to a 1.7 percent increase in total vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). The analysis concluded that greenhouse gas emissions resulting from Refined</p>	<p>Traffic (3.8) Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record.</p> <p>The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-128-18	02/22/2024 - Moreover, the impacts of climate change are not limited only to those living in the immediate vicinity of the emission sources and	KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in a three-county area (Campbell, Kenton, and Hamilton	Environmental Justice (4.1.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			climate change has been recognized by both state and federal governments. It's disproportionately impacting low income and minority communities.	<p>counties) that extends beyond the communities in the immediate vicinity of the project. The analysis concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Based on the greenhouse gas emissions analysis completed for the project, Refined Alternative I (Concept I-W) is expected to have minimal effects on climate change in the study area and the region.</p>	Greenhouse Gases and Climate Change (4.7)
		B-128-19	02/22/2024 - For those reasons, we need to request an EIS, and that is all. Thank you.	The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Introduction (1.)
		B-128-20	02/22/2024 - The US EPA Justice screening tool ranks census blocks and tracks by percentile compared to either the nation or the state in which they're located with EJ indexes for exposure to air pollutants such as PM2.5, ozone, diesel particulate matter, air toxics, cancer risk, air toxics respiratory health, and by socioeconomic indexes for people of color, low income and health disparities such as asthma. The census area is adjacent to or almost adjacent to the project ward, or with higher proportions of minority residents repeatedly are identified by the EPA as in the 99 <sup>th</sup> to 100 <sup>th</sup> percentile, or the 90 <sup>th</sup> to 95 <sup>th</sup> percentile ranking of these indexes. The SEIS completely fails to address the fact that disproportionate impacts exists if the magnitude of the adverse effect is	<p>An <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (EJ) population in accordance with all applicable federal and state guidelines. Where differences in methodology occurred, the most conservative and inclusive approach was followed.</p> <p>The EJ analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011).</p> <p>The <a href="#">Environmental Justice Analysis Report</a> presents data from USEPA's environmental justice mapping and screening tool (EJ Screen) for PM2.5, diesel particulate</p>	<p>Environmental Justice (4.1.7)</p> <p>Disadvantaged Communities (4.1.9)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>appreciably greater on persons of color than on white persons. For example, the EPA environmental justice screens themselves, which the agencies apparently did not even bother to collect, much less consider, show far greater burdens related to pollution and adverse health effects in black and Latinx neighborhoods.</p> <p>Even assuming arguendo that a similar percentage of white residents had the same pollution exposure, the adverse effects are almost certainly disproportionately greater on persons of color. The higher poverty rates and the fewer assets available to Black and Latinx communities will also increase the magnitude of the harms to them. Whereas here a discriminatory effect exists. Title VI requires the agencies to ensure that mitigation measures are taken and documented to eliminate or minimize a disparate impact. Where a disparate impact cannot be eliminated, agencies shall ensure that the activity will only be undertaken if a substantial, legitimate justification for the action exists and is documented and that activity is the least discriminatory alternative. We are requesting a full EIS. That is all. Thank you.</p>	<p>matter in the air, and the air toxics respiratory hazard index. Environmental indicators synthesized by USEPA show that pollutant levels are relatively high when compared to statewide data for Kentucky and Ohio.</p> <p>To further evaluate air quality considerations for EJ populations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM<sub>2.5</sub> for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM<sub>2.5</sub> in Kenton County. Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM<sub>2.5</sub> when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM<sub>2.5</sub> emissions for the non-EJ population. Given the above, Refined Alternative I (Concept I-W) is not anticipated to result in an adverse effect on air quality in EJ communities.</p> <p>The EJ analysis concluded that the temporary and permanent adverse effects to EJ populations will be minor, will not be predominately borne by EJ populations, and are not appreciably more severe or greater in magnitude than those experienced by non-EJ populations. In addition, EJ communities have been, and will continue to be, provided full and fair participation in the transportation decision-making process. Therefore, Refined Alternative I (Concept I-W) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A. Furthermore, several avoidance, minimization,</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>mitigation, and enhancement measures have been incorporated into Refined Alternative I (Concept I-W) to reduce adverse effects and provide additional benefits.</p> <p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic Technical Report (January 2024)</a>. The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.</p>	
B-129	Fedder, Rachel	B-129-1	<p>02/22/2024 - I am a Covington resident, and I was reading over the environmental report. I was reading over the report, and I didn't notice that there were any metrics in regards to the outputs of construction and how it might affect the structures. In the report. You guys list that you're gonna go through, I think it's like six different historical zones, but it doesn't list the implications or potential effects that might happen to these structures. So, I'm just kind of curious what you guys are expecting there or if there's any type of review we might be able to find there.</p>	<p>KYTC and ODOT evaluated cultural resources in accordance with Section 106 of the National Historic Preservation Act of 1966 (Section 106) and implemented through Title 36 of the Code of Federal Regulations part 800. Studies evaluated an area of potential effects that encompasses the project limits for Refined Alternative I (Concept I-W), including the direct limits of disturbance and a sufficient buffer for audible and visual effects where they may be likely to occur. Refined Alternative I (Concept I-W) will have no effect on 22 and no adverse effect on 13 properties that are eligible for listing on the National Register of Historic Places within the project's area of potential effects.</p> <p>Refined Alternative I (Concept I-W) will have an adverse effect on the Lewisburg Historic District. Refined Alternative I (Concept I-W) will remove three houses along Bullock Street between West 12<sup>th</sup> Street and Pike Street in the Lewisburg Historic District. Impacts will be mitigated through the recordation of removed structures; the establishment of a \$1.2 million grant program to improve and rehabilitate the façades of residential and commercial properties in the Lewisburg Historic District; and the protection, monitoring, and repair of historic</p>	History/ Architecture Resources (4.5.2)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>structures from vibration during construction. Noise barriers are also proposed to mitigate noise impacts.</p> <p>Refined Alternative I (Concept I-W) will also have an adverse effect on Longworth Hall, which is listed in the National Register of Historic Places. Refined Alternative I (Concept I-W) will remove 204 feet of the Longworth Hall building. Impacts will be mitigated by the completion of repair, upgrade, restoration, enhancement, and refurbishment on the portions of the building impacted by construction and the portions of the building to remain. ODOT is in the process of purchasing the full Longworth Hall property from a willing seller. ODOT's potential use of the interior and exterior of the building will not cause additional adverse effects to the building or affect its continued use or access.</p> <p>The mitigation measures for the Lewisburg Historic District were coordinated with consulting parties in Kentucky. The mitigation measures for Longworth Hall were coordinated with consulting parties in Ohio. A Section 106 Programmatic Agreement specifies the mitigation measures for the Lewisburg Historic District and Longworth Hall, which are incorporated into the project's environmental commitments.</p>	
B-130	Mullins, Pamela	B-130-1	02/20/2024 - I'm also a resident of Covington. First, I would like to say that I echo Matt Butler's comments and appreciate those.	KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the individual mentioned by the commenter, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-130-2	02/20/2024 - Second, I do have some questions of my own. For mussels that are impacted, the relocation of those that you	All native mussel species within the state of Ohio are protected by state law (Ohio Revised Code Section 1533.324). Therefore, the environmental commitments	Threatened or Endangered Species (4.2.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			referred to being upstream, asking if that would be upstream in Kentucky, Indiana, Ohio. Not sure what you mean by that.	include mussel salvage (relocation) within areas of direct impact and appropriate salvage zone buffers that will be conducted per the <i>Ohio Mussel Survey Protocol</i> . In accordance with the protocol, relocation sites shall be located upstream (preferred) in an area of equal or better habitat, or to an approved relocation site in a discrete area recommended by the Ohio Department of Natural Resources and the U.S. Fish and Wildlife Service. The Ohio River flows east to west through the project area. Therefore, upstream areas are located east of the existing Brent Spence Bridge (BSB).	
		B-130-3	02/20/2024 - Regarding the Goebel Park basketball courts that are being removed. The question I have about that is there's also going to be parks, as I was listening, removed in the Lewisburg area. So, my concern is what type of activity would you have during that time regarding the ability to play basketball for the kids and any adults that do so.	<p>Refined Alternative I (Concept I-W) will not remove any parks, nor will it impact any parks in the Lewisburg area in Kentucky.</p> <p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way, including 360 feet of walking trails, two basketball courts, and associated resources from the Goebel Park Complex. Impacts will be mitigated through the provision of replacement land; reconstruction of the walking trail within the complex; and a financial commitment from KYTC for the development of a new Goebel Park Complex Master Plan, replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park, and a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park. Noise/visual screening barriers are also proposed to provide enhanced sound reduction in the complex. In addition, the separation of interstate runoff from the combined sewer system will reduce flooding and combined sewer overflows in the complex. A more detailed description of the proposed mitigation measures for the basketball courts is provided below.</p> <p>The taking of the basketball courts and associated resources will be mitigated by allocating approximately \$94,500 of project funds for the replacement and enhancement of the basketball courts or for other outdoor recreation facilities within the park to be established</p>	Goebel Park Complex (4.13.3)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>during the new master planning process facilitated by the City of Covington. In the event that project phasing requires the basketball courts to be impacted prior to replacement facilities being constructed, up to \$75,000 of additional project funds will be allocated to construction of a temporary facility within a portion of the Goebel Park Complex not impacted by the project. Therefore, the operation of the basketball courts will be maintained throughout construction.</p>	
		B-130-4	<p>02/22/2024 - The next question I have is I want a better understanding of what is the credit for a wetland. That was rather confusing to me. I'm not up to date on what that terminology means.</p>	<p>Mitigation measures for wetland impacts may involve the debit of credits from KYTC's Bath County/Ova Arnett advanced mitigation site. While the mitigation measures will be finalized in coordination with the U.S. Army Corps of Engineers (USACE) and the Kentucky Division of Water (KDOW) during the permitting process, compensatory mitigation for wetlands may require up to eight adjusted mitigation units. Adjusted mitigation units are the number of credits needed to compensate for project impacts to waters of the United States (including wetlands and streams/rivers). The determination of the required number of adjusted mitigation units considers factors such as the type, quality, and function of the resource.</p> <p>Sufficient credits to mitigate wetland impacts for Refined Alternative I (Concept I-W) are presently available at the Bath County/ Ova Arnett mitigation site. The credits will be used to offset unavoidable impacts to wetlands in the lower Licking River watershed, Northern Kentucky mitigation service area. The Bath County/Ova Arnett advanced mitigation site restored wetland habitat functions to previously farmed land in the same river basin (Licking River) and mitigation service area (Northern Kentucky) as the impacted wetlands.</p> <p>Should there be insufficient credits at the Bath County/Ova Arnett mitigation site, KYTC will make the necessary purchase of wetland adjusted mitigation units from the In-Lieu Fee Mitigation Program administered by the Kentucky Department of Fish and Wildlife Resources</p>	<p>Wetlands (4.2.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				(KDFWR). All in-lieu fee credits purchased from KDFWR are used to repair and restore wetlands in the same service area as the impacted wetlands (the lower Licking River/Northern Kentucky mitigation service area).	
		B-130-5	02/22/2024 - The fourth question that I have is regarding the Peaselburg stormwater reload. Well, I wasn't quite sure what that meant, but it was something regarding stormwater during the construction where the state and would be giving some funding for that particular piece. And I know with the reconstruction there will be runoff potentially coming down the hill to several of the neighborhoods. But just had a question regarding a better understanding of what the relationship is for the Peaselburg community, that concludes my comments.	In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system. While the separation measures will reduce the volume flowing into the existing combined sewer system, including in the Peaselburg area, modeling showed that the separation measures alone would not eliminate surcharging in the Peaselburg neighborhood. During detailed design, KYTC will work with the City of Covington and Sanitation District No. 1 of Northern Kentucky (SD1) to address surcharging in the Peaselburg neighborhood based on the local design criteria for a 25-year storm, which will further reduce flooding in this neighborhood. Best management practices (BMPs) will also be developed by the resident engineer and contractor prior to onsite activities to ensure continuous sediment and erosion control throughout the construction and post-construction period.	Utilities (4.12.1)
		B-130-6	02/22/2024 - I am from Covington, Kentucky. I'm calling regarding the inclusion of the disadvantaged business enterprises, particularly in this area, to be sure that there is inclusion of them. I believe this is a prevailing wage project, which means the salaries are going to be good salaries that are out there. However, I'm not sure how many businesses are qualified to participate in this. What I have seen, because I have managed these types of programs in the past, is that the ones locally are too small to be included in certain types of opportunities. There needs to be a way to be	During the progressive design-build contract (Phase III of the BSB Corridor Project), KYTC and ODOT will establish separate goals for disadvantaged business enterprise (DBE) participation in both the design and construction portions of the contract. To provide opportunities for businesses of all sizes to participate in the project, KYTC and ODOT have secured a change to the prequalification requirements for the BSB Corridor Project which will make it easier for small, disadvantaged, and minority owned businesses to perform construction work on the project. This change increases the amount of construction work a non-prequalified firm can perform on the project, allowing firms who are not prequalified with KYTC or ODOT to	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>sure that inclusion does get down to the smallest enterprise that you're able to do, and understanding how you might be able to put in some types of, not exceptions necessarily, but some types of qualifications that will allow for inclusion to happen. For example, I know Alicia Reese in Hamilton County recently put in some different incentives, so I want to be sure that they are included in these business opportunities, but also regarding the wildlife, the air, the water, and the opportunity to encourage social engagement of diversity along this new opportunity that this money is going to bring for our area.</p>	<p>perform up to \$1 million per year on the BSB Corridor Project.</p>	
B-131	Anonymous	B-131-1	<p>02/22/2024 - Have we done traffic studies on roads to potentially block off? West 12<sup>th</sup> in Covington was overwhelmed with traffic during the last bridge construction project. Multiple ambulances were stuck in traffic because it's too narrow to accommodate the influx.</p>	<p>During construction, the area surrounding the I-71/I-75 corridor will be temporarily impacted by increased traffic on local roads, reduced access, and detours due to construction activities. These impacts are anticipated to some extent for all modes of transportation, including vehicular, pedestrian, bicycle, and transit.</p> <p>KYTC and ODOT are working with local cities and counties to mitigate impacts from construction activities. On June 15, 2022, KYTC and the City of Covington finalized a Memorandum of Understanding (MOU) regarding the National Environmental Policy Act (NEPA) process. Among other items, the MOU addresses measures to minimize temporary construction impacts. KYTC and ODOT will prepare detailed traffic management and maintenance of traffic (MOT) plans to minimize traffic disruptions to vehicular, bus, pedestrian, and bicycle traffic during construction. The MOT plan will evaluate available travel lanes on the mainline interstate during construction to reduce the potential that the project will induce traffic diversion similar to that experienced during recent closures and restrictions on the existing Brent Spence Bridge. A project incident management plan will be developed to minimize diversion resulting from incidents occurring within the project limits during</p>	Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>construction to the extent practicable. The City of Covington will be provided an opportunity to review and comment on the MOT and incident management plans as they are developed. KYTC will work directly with the City of Covington to ensure that all relevant agencies and first responders, including police, fire, and emergency services, have an opportunity to review and provide input into all aspects of MOT planning, MOT and incident management plan development, and construction period operations affecting their respective cities.</p>	
<b>B-132</b>	Ambius, Kelly	B-132-1	02/22/2024 – I'm also a resident of Cincinnati. I support Matt Butler's what he was saying, and I have a couple of questions.	KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the individual mentioned by the commenter, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-132-2	02/22/2024 - I take Linn Street and Findlay all the time, so I'm not sure what exactly is happening there because it seems far removed from the highway. So, if that could be discussed or just made clearer.	<p>Refined Alternative I (Concept I-W) will replace the Linn Street bridge over I-75. The new Linn Street bridge will have the same number of lanes that exist today, but it will be longer to accommodate a wider I-75. A sidewalk will be provided on the south side of the Linn Street bridge, and a shared-use path will be provided on the north side of the bridge.</p> <p>Refined Alternative I (Concept I-W) will replace the I-75 bridge over Findlay Street with minimal work on Findlay Street. Sidewalks and bike lanes will also be provided on the portions of Findlay Street between Winchell Avenue and Western Avenue.</p>	Project Description (1.1)
		B-132-3	02/22/2024 - And then my biggest concern, and I have to say it's making me sick, is that you are destroying this bat habitat. I heard that you're throwing money at a bat foundation, but	Refined Alternative I (Concept I-W) will disturb or remove 4.38 acres of riparian forested habitat, which will result in the loss of potential foraging areas for the federally endangered gray bat. Approximately 90.00 acres of	Threatened or Endangered Species (4.2.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>where are you relocating the bats and then the destruction of nature reducing the parks. Again, this is just making me sick.</p>	<p>forested habitat that will be removed by Refined Alternative I (Concept I-W) may serve as foraging or maternity areas for federally endangered Indiana bats; suitable habitat for the federally endangered northern long-eared bat. Impacts to the Ohio state listed endangered little brown bat and tricolored bat are also expected due to tree removal in Ohio. No evidence of potential hibernacula in proximity to the project or use or presence of bats along the bridges in the project area was found. The tricolored bat has also been proposed for listing as a federally endangered species.</p> <p>Refined Alternative I (Concept I-W) incorporates several measures to minimize and mitigate effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>minimize and mitigate effects to federally and state listed bat species.</p> <p>The supplemental Environmental Assessment presents assumed potential habitat for threatened and endangered bat species. Because trees will only be removed during times of year when federally and state listed bats are not expected to be utilizing those habitats, relocation of bat species will not occur. Relocating bats may cause more harm and could result in additional take of these species.</p>	
B-133	Weidl, Garry	B-133-1	<p>02/22/2024 - I'm a resident of Lewisburg. I was looking at the environmental commitments, PDF online, and in the noise section on page 22 of 44, it talks about a noise barrier on southbound I-75 running from Third Street to south of Hermes Avenue. And from what I've learned from the going to the physical meetings that that barrier is not continuous. It stops between Watkins Street and Old Hinde Street. This is on the west side of the expressway, on the Lewisburg side, and there's a section there, 50 or a hundred feet long that will not have the, the wall, the noise barrier, the westerly, the westernmost noise barrier they're talking about. And that is a natural funnel there, or megaphone, if you wish, with the low spot being down by the expressway, moving up to Hermes Avenue and Watkins and Hinde Street. Those are all high spots, at least 30 or 40 feet higher. So, the noise has been taking everyone's backyards and their back porches since the expressway was first put in. And with each, each successive encroachment from the highway and nothing has been done about it. And so, I've put in other comments before in written form, but I just wanted to make sure that something is done about that.</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the portions of the corridor that include Watkins Street and Hinde Street in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>As a result of those studies, KYTC is proposing a noise barrier on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue, which includes the area referenced by the commenter. The noise barrier in this area consists of several stand-alone noise walls. The proposed noise walls are located immediately adjacent to I-71/I-75 in the vicinity of Watkins Street and at the top of the slope west of the interstate in the vicinity of Hermes Avenue. The placement of the stand-alone noise walls was determined based on a barrier analysis and was determined to provide the greatest noise reduction in this noise sensitive area. The proposed noise barrier was found to be feasible and reasonable when situated in the existing topography.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				KYTC will further evaluate the space between the stand alone noise walls in the area referenced by the commenter during detailed design and the noise public involvement process.	
B-134	Zinzer, Todd	B-134-1	02/22/2024 - I am a Cincinnati resident, and my comment is concerning the cost and the schedule of the project and what type of structure is put in place by the project to contain costs and to keep the project on schedule. It's been 20 years in the making. It's a very important project to the city and to the states of Kentucky and Ohio. And I would just like to see somewhere the project lining out who's responsible for oversight and what structures in place to contain the cost and keep the project on schedule. For example, you have two different states involved, which means two different federal highway divisions. I don't know if this is a mega project that that they used to have at Federal Highways, but I think it would be good for the public to know who's ultimately responsible and what project is gonna do to contain costs and to keep it on schedule.	KYTC and ODOT have established a Bi-State Management Team to focus on procurement, financing, and project communications, and the Bi-State Management Team will continue working together to deliver the Brent Spence Bridge (BSB) Corridor Project. The BSB Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i> . The Bi-State Management Team and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> provides project organizational management, project management controls of the contract, scope, cost, schedule, risk, and quantities, communication, and documentation and reporting. For more information about <i>Project Management Plans</i> , please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a> .	Project Description (1.1)
B-135	Reinhardt, Jess	B-135-1	02/22/2024 - I am a new Newport resident, but I work in Cincinnati, and I use 71/75 regularly. I've got a couple of questions, but the first is, why are there no noise barriers on the west side of the highway in Cincinnati? That seems curious as there's already a lot of, I don't know. Sorry, I don't know what I'm saying there, but yeah, so curious about that.	ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report (October 2023)</a> . The Ohio analysis identified noise impacts at three isolated residences on the west side of I-75 in Cincinnati; however, the impacted residences are spaced over a distance of about 2,000 feet. Noise mitigation for isolated residences is not cost effective per ODOT's noise policy, and noise mitigation is not proposed for these residences. The Ohio analysis also identified noise impacts at the Cincinnati Job Corps, which is also west of I-75 in Cincinnati. Noise barriers were evaluated for the Cincinnati Job Corps but were not found to be cost effective per ODOT's noise	Noise - Ohio (4.8.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				policy; therefore, noise mitigation is not proposed in this location.	
		B-135-2	02/22/2024 - I'm also eager to explore, like, this could be an opportunity for us to be, like the area, Cincinnati area to be an example of what cities could do moving forward with infrastructure, with climate change,	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined</p>	Greenhouse Gases and Climate Change (4.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i> .	
		B-135-3	02/22/2024 - with promoting buses	<p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing Brent Spence Bridge for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	Travel Patterns and Access (4.1.4)
		B-135-4	02/22/2024 - and biking and walking. Like the best parts of Cincinnati, I think OTR, Mount Airy, Hyde Park, these places are wonderful, or I think they're great because they're so easily accessible. You can walk there, and Newport is wonderful because you can walk there. If you go outside further like Florence, it's not very walkable, it's not accessible,	Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.	Travel Patterns and Access (4.1.4)
		B-135-5	02/22/2024 - and by furthering expansions of highways, we're just cutting off more parts of	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			the community. We're discouraging folks from, you know, being out in their community,	deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements. In addition, KYTC and ODOT are continuing to coordinate local connections with the cities in the project corridor.	Neighborhood and Community Cohesion (4.1.2)
		B-135-6	02/22/2024 - let alone not, not to mention destroying, relocating businesses, which is going to disrupt how a community functions.	<p>Refined Alternative I (Concept I-W) requires 1 partial commercial, and 24 full commercial (including 14 tenants in one structure) relocations. In addition, ODOT is in the process of purchasing the full Longworth Hall property at a mutually agreed upon price and from a willing seller as a result of the right-of-way negotiation process. The building will remain occupied, and only businesses directly impacted by the removal of 204 feet from the building's east end will be relocated. Relocated tenants were provided the option of relocating into other available space within Longworth Hall, and three tenants chose to relocate within the same building.</p> <p>ODOT may use interior space or the exterior grounds surrounding the building during the project's construction, but no impacts to the building's continued use for commercial office, retail, and event space are anticipated. Parking spaces adjacent to Longworth Hall and in the southern portion of the parking lot will not be impacted by the project. Sufficient parking will remain available to meet the needs of current and future tenants. Project staff will be provided parking in a secured area in the northern portion of the parking lot.</p> <p>The acquisition of property for right-of-way (including business relocations) has been, and will continue to be, in accordance with the Uniform Act, which provides relocation services to impacted property owners and tenants. The majority of the Ohio businesses have</p>	Relocations (4.1.5)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>already been relocated and removed under the 2012 Environmental Assessment and Finding of No Significant Impact. Ongoing acquisition activities in Kentucky and Ohio have indicated that affected businesses will be able to relocate within the same geographic area if so desired, either in existing structures or new construction. None of the commercial relocations is expected to result in substantial job loss or economic impact, nor are they known to be substantial employers or serve unique needs within the surrounding communities. Therefore, Refined Alternative I (Concept I-W) is only expected to result in minor impacts due to commercial relocations.</p>	
B-136	Winter, Maxim	B-136-1	<p>02/22/2024 - I am a resident of the Cincinnati metro area, and I am a, just an interested citizen. I think that this project, I have a few concerns regard this project. I think it's a very expensive and large scale, surface level solution to, to a much bigger problem, because while congestion in the Cincinnati metropolitan area is a major issue, especially along the Brent Spence corridor, time and time again, research has found that increasing highway capacity, you know, adding more lanes, building a whole new bridge is not an effective way to reduce traffic.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated</p>	<p>Purpose and Need (2.) Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-136-2	<p>02/22/2024 - And instead, other solutions like improving alternates, transportation, like public transportation, bicycling routes, bicycle infrastructure, pedestrian infrastructure are very effective.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-136-3	<p>02/22/2024 - And also regarding the many tractor trailers and trucks that use the corridor, perhaps routing them around the beltway, requiring that three trucks not use the Brent Spence corridor would, I think, be a much more effective and much less expensive, and have a much lower impact on the area solution as opposed to this very expensive, multi-billion dollar project.</p>	<p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing BSB. The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, OKI, the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting</p>	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				truck traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.	
B-137	Tucker, Tara	B-137-1	02/22/2024 - I am the chair of the Covington Urban Forestry Board. We have concerns about the environmental impact of this project, and we'd like to request a full environmental impact investigation or study.	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	Introduction (1.)
		B-137-2	02/22/2024 - And we also have concerns about routing this much traffic straight through the city. It doesn't seem like it was the best plan to begin with for the air quality of the people living in Covington and Cincinnati.	An <a href="#">Interchange Modification Study Addendum</a> (December 2023) prepared for the project concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.	Traffic (3.8) Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-137-3	02/22/2024 - And routing as much traffic as possible through 275 would be a smarter way to go and a healthier one for everyone living in this area.	<p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing Brent Spence Bridge (BSB). The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no</p>	Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	
B-138	Pel, Alexander	B-138-1	<p>02/22/2024 - I am in Independence, Kentucky, but I use the Brent Spence Bridge regularly. I wanted to echo some of what the previous callers have been saying about issues with equity and induced demand.</p> <p>But I also, I understand the necessity for this project and agree with it, but I think it's a bit unfair to some of the residents who live in Cincinnati and Covington, as it seems to be a project meant to get suburban commuters in and out of the city as opposed to trying to help people who live inside the city more. I think there's things that could be done to help with this project to help people who live in the city that it goes through, such as adding sacrificial slabs to the design of the Ezzard Charles overpass, so that a future streetcar expansion could go to Union Terminal. When Fort Washington Way was rebuilt, two of the bridges were built with sacrificial slabs so that the streetcar could be put through when it was time to do so.</p>	<p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the previous callers referenced by the commenter, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown Cincinnati area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.	
		B-138-2	02/22/2024 - I also think that it should be explored options such as bus lanes or bus shoulders on the Brent Spence Bridge itself, or even putting sacrificial slabs on the bridge for someday a light rail transit system. I think it's not very forward thinking to focus so much on car traffic with everything that's happening and some of the momentum towards urbanism and caring about multimodal transportation, I hope that this comment period will give a chance for ODOT and KYTC to review more possible options.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.	
B-139	Robinson, Jody	B-139-1	02/22/2024 - I live in Northern Kentucky and have numerous concerns about this project. The leading up to it is very fuzzy science, so to speak. You know, you are quoting that it's one of the most congested truck corridors in the country. When the FHWA says it's number 54. And even the truckers organization, which is a lobby group, says it's number 15. So, you've broken trust so many times.	The Brent Spence Bridge (BSB) corridor forms a critical freight route connecting Canada to Florida, carrying more than \$1 billion of freight every day and more than \$400 billion of freight every year. Traffic congestion continues to hamper freight movement throughout the BSB corridor as evidenced by its ranking at 15 on the American Transportation Research Institute's list of the nation's top truck bottlenecks for the year 2023.	Project Description (1.1)
		B-139-2	02/22/2024 - So, the supplemental environmental is leaving so many questions. And last night I was actually at the meeting and listening to all of the great things that this project's going to bring, but it didn't bring up the issues within the environmental, nor what the environmental just completely lacked to address. I'm just very concerned. We need to have that full study done.	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or</p>	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	
		B-139-3	02/22/2024 - We really deserve more with questioning these numbers and what the congestion is based on and where that's coming from.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. OKI's regional travel demand model also includes projected population and employment growth. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)
		B-139-4	02/22/2024 - So, our residents shouldn't be getting death sentences when we're not already meeting the EPA air requirements.	Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-139-5	<p>02/22/2024 - And then the cost of this much infrastructure. Sure, we have money, maybe, to build it. But, how are we going to maintain this much road and what is it doing to us over time?</p>	<p>The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor. The cost of the companion bridge and the rehabilitation of the existing BSB will be split 50/50 between Kentucky and Ohio, and each state will pay for the approach work on their respective ends of the bridge. In December 2022, KYTC and ODOT received \$1.635 billion in federal funding grants under programs created by the Bipartisan Infrastructure Law. The Kentucky General Assembly passed, and Governor Beshear signed, a budget bill that included funding to fulfill state match requirements for large projects. Ohio's legislature approved the State Transportation Budget that allows ODOT to use a combination of other federal funding and state funding from the motor fuel tax and bonding.</p> <p>KYTC and ODOT will be responsible for maintaining the project after work is completed. Maintenance will be part of ODOT's and KYTC's normal operating procedures, and funding will be set aside as part of each state's budgetary</p>	<p>Funding (1.2.1) Cost Estimates (3.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>process. In addition, ODOT and KYTC have established <i>Transportation Asset Management Plans</i> that describe how each state manages its assets. The maintenance of the BSB Corridor Project will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-139-6	<p>02/21/2024 - And it's not forward thinking, you know, we are not learning from the lessons and the mistakes we have made. We are hurting people of color and people without financial means at a greater excess. And they keep being asked to come out and speak, but we know they don't after year and year of being abused and mistreated.</p>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice (EJ) populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>The project has incorporated robust engagement of EJ populations. Opportunities for EJ communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability</p>	Environmental Justice (4.1.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	
B-140	Hon, Rachel	B-140-1	<p>02/22/2024 - I am a resident of Cincinnati and a concerned citizen. My biggest concern with this project, I guess there's two parts. One, I echo the concern that adding additional lanes of traffic is not actually going to solve any of our congestion issues. Science, and just anecdotally around the country, when more lanes are added, more traffic occurs, it doesn't solve anything.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, the OKI regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections prepared for Refined Alternative I (Concept I-W) show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they</p>	<p>Purpose and Need (2.) Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-140-2	<p>02/22/2024 - Secondly, I'm extremely concerned that this supplemental environmental impact doesn't really address any sort of greenhouse gas emissions or any sort of mitigations for that. I mean, it says that during the temporary construction related air quality impacts, there'll be mitigations, but no details into what that is. And then I'm really hard pressed to believe that there's actually going to be a decrease in greenhouse gases, which is stated in this document. I'd love to get more information into that.</p>	<p>The evaluation of greenhouse gases and climate change prepared for the supplemental Environmental Assessment followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's MOtor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area</p>	<p>Greenhouse Gases and Climate Change (4.7) Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls.</p> <p>During construction, KYTC and ODOT will develop and implement an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals. As described in Section 4.11.7 of the supplemental Environmental Assessment, the program will monitor levels of particulate matter that is 2.5 micrometers or less in diameter (PM2.5), nitrogen dioxide, and carbon monoxide during construction activities. If the data show that air quality levels are approaching a concern level that may result in an exceedance of the 24-hour National Ambient Air Quality Standard (NAAQS) for PM2.5, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM2.5, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected. Additional details related to the ambient air quality monitoring program will be determined during detailed design, including locations, times, and durations of air quality monitoring; protocols to address any exceedances of the NAAQS should they be observed; and how monitoring and enforcement data will be made available to the public.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-140-3	02/22/2024 - Overall, I think there's much better ways to deal with this. I'd rather see ODOT dollars going to in increasing the infrastructure for electric vehicles. I also think that just in increasing public transportation between Kentucky and Ohio over that, you know, downtown Cincinnati area would be much better. So, I just have a lot of concerns and wanted to state that. That's my comment. Thank you.	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75, and a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. Therefore, expanding transit routes would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project. The BSB Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. Increasing infrastructure for electric vehicles would not meet the project purpose and need. However, both KYTC and Ohio are investing millions of dollars to improve electric vehicle infrastructure in their respective states. KYTC and Ohio are implementing electric vehicle infrastructure plans to increase the number of charging options in portions of Cincinnati and Covington as part of separate programs that are independent of the BSB Corridor Project.</p>	Purpose and Need (2.)
<b>B-141</b>	Hot, Jacob	B-141-1	02/22/2024 - I'm a resident of Covington, specifically on Dalton Street adjacent to the Goebel Park area. I'm just wondering what the impact would be on Dalton Street and if this would potentially impact my property value. Other than that, I think this is a great idea. It'll be great for the community.	Refined Alternative I (Concept I-W) will not directly impact any residences on Dalton Street, which is located in the Mainstrasse neighborhood in Covington. Refined Alternative I (Concept I-W) incorporates several mitigation and enhancement measures that will reduce noise and improve aesthetics for the communities immediately surrounding the Brent Spence Bridge corridor, including	Economy and Employment (4.1.6)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the Mainstrasse neighborhood. Furthermore, Refined Alternative I (Concept I-W) is anticipated to have only minor impacts to vehicular access and to improve pedestrian, bicycle, and transit access. Therefore, Refined Alternative I (Concept I-W) is not expected to impact property values or the attractiveness of rental properties near the corridor.</p>	
B-142	Damron, Aspen	B-142-1	<p>02/22/2024 - I've come to the meeting just to express my worries. I'm calling in to provide comment that on the Brent Spence Bridge Corridor Project, we're using a very old environmental review, and I feel like the existing environmental review or the supplemental one has failed to address a lot of concerns about air quality, about GHG emissions, about noise pollution, and I think that it would be best if there was additional time taken to do more review to make sure that this is really the right project for this region.</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include new and updated air quality studies, new consideration of greenhouse gas emissions and climate change, and updated noise studies.</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p>	<p>Introduction (1.) Air Quality (4.6) Greenhouse Gases and Climate Change (4.7) Noise (4.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>KYTC and ODOT also conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOfor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. The studies concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the Brent Spence Bridge (BSB) Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p>	
		B-142-2	02/22/2024 - Especially considering the fact that traffic counts has been going down on the	Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT,	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>bridge in the last 10 to 15 years. I really wonder if this is the best thing for Cincinnati.</p>	<p>KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. OKI's regional travel demand model also includes projected population and employment growth. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-143	Mounts, Jenny	B-143-1	02/22/2024 - I live in the greater Cincinnati area. I know that the traffic going over this bridge is horrendous and it's unsafe. We've needed this for over 20 years. I've lived in this city for almost 50. I understand, and I hear a lot of great concern from people who will locally be impacted in the Newport and downtown Cincinnati areas. I would just ask that ODOT and KYTC look at using some of the mitigation monies to improve the communities themselves, not just the impact of a loss of land, but perhaps providing new opportunities to improve those communities. It's not in my backyard, but it is in their backyard, and they deserve to have a compromise. If you have to take this from me, then please give me this instead, as an exchange.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown Cincinnati area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) will not impact the City of Newport.</p>	Purpose and Need (2.)
		B-143-2	02/22/2024 - I'd like to say to those who have suggested possibly rerouting highway traffic, the environmental impact of adding significant numbers of miles and diesel exhaust by rerouting around 275, that impact would far, far be worse than people driving straight through downtown Cincinnati. I am, have been in the transportation industry for several years. My husband is a truck driver. I am aware, and that's just gonna increase more cost of goods. Also, it's not the right solution.	<p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those referenced by the commenter, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing Brent Spence Bridge (BSB). The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p>	Purpose and Need (2.) Public Hearing (5.5)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	
		B-143-3	<p>02/22/2024 - But just listen to the locals a little bit more and perhaps provide them some incentive and something to compensate them for this permanent inconvenience.</p>	<p>KYTC and ODOT have worked to incorporate several enhancements to provide additional benefits to surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements. KYTC and ODOT are continuing to coordinate the project with the cities in the corridor to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public</p>	<p>Future Design Refinements (3.7) Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	
B-144	Rook, Mimi	B-144-1	02/22/2024 - I am a resident of Camp Washington in the blue zone, and I live right next to the freeway. So, I've already been through the nightmare of I-75 widening during the last construction period. I have lovely cracks in my house from some of that work that occurred.	<p>I-75 was widened through the majority of the Camp Washington neighborhood as part of ODOT's Mill Creek Expressway Project. The Brent Spence Bridge Corridor Project will widen a small section of I-75 in the southernmost section of the Camp Washington neighborhood to tie into the widening that was completed as part of the Mill Creek Expressway Project.</p> <p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control.</p>	Project Description (1.1) Construction Impacts (4.11)
		B-144-2	02/22/2024 - But the other thing is the amount of noise.	The commenter did not provide a specific address or location. Therefore, only a general response regarding noise in the vicinity of the Camp Washington neighborhood, which was referenced by the commenter, can be provided.	Noise - Ohio (4.8.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The Ohio analysis identified noise impacts at three isolated residences in the Camp Washington neighborhood; however, the impacted residences are spaced over a distance of about 2,000 feet. Noise mitigation for isolated residences is not cost effective per ODOT's noise policy, and noise mitigation is not proposed for these residences.</p>	
		B-144-3	<p>02/22/2024 - And then when traffic stalled, which I know a lot of it is because of the problems on the bridge, then I also have to deal with the fumes from people idling next to my home. I am going to echo Matt Butler on the Environmental Impact Study and please, please, please what you have is from 12 years ago. And the other thing is the changes that are rapidly occurring with electric transportation. I am praying hard that those will help with some of the stuff we're dealing with, with internal combustion engines, but I know that's not gonna happen in the near, like in the next couple of years. But I, I urge more study on the, the air quality issues and on the, on the damage to the communities in the blue zones where this construction is occurring.</p>	<p>An <a href="#">Interchange Modification Study Addendum</a> (December 2023) prepared for the project concluded that Refined Alternative I (Concept I-W) will improve traffic flow and reduce the existing traffic back-ups on I-75 that are described by the commenter.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report</a> (August 2023). The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and</p>	<p>Introduction (1.) Traffic (3.8) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include new and updated air quality studies.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
B-145	Anonymous	B-145-1	02/22/2024 - A project of this size warrants a full environmental impact study rather than a study that is older than a decade old.	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that</p>	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
		B-145-2	<p>02/22/2024 - Traffic is decreasing and additional lanes do not seem necessary given the amount and severity of short and long-term impacts. Previous similar projects and studies on highway expansions have shown that they do not decrease congestion.</p>	<p>Existing and historic traffic counts for the Brent Spence Bridge (BSB) were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-145-3	02/22/2024 - What is needed instead are smarter solutions that reduce greenhouse gases, allowing for improved air quality by designing for mass transit, biking and walking.	<p>KYTC and ODOT also conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's)</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. The studies concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the OKI travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses</p>	<p>Air Quality (4.6)</p> <p>Greenhouse Gases and Climate Change (4.7)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>such as schools, parks and recreation areas, and hospitals.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.	
		B-145-4	02/22/2024 - A meaningful engagement of minority communities should be pursued since these communities will be disproportionately affected.	<p>The project has incorporated robust engagement of minority and low-income (environmental justice) populations. Opportunities for environmental justice (EJ) communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods. Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, the incorporation of additional noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, additional developable land, and aesthetic features. During the EJ outreach comment period, community members offered additional feedback and suggestions. Every comment was evaluated by the project team, and individual responses were prepared and published on the project website. Furthermore, the project team incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the comments received. Unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area.</p>	<p>Environmental Justice (4.1.7)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on EJ populations. The EJ analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	
B-146	Walker, Evan	B-146-1	02/22/2024 - I live in Cincinnati, Ohio, and I wanted to weigh in on the environmental side of the project and how many questions there seem to be out there about things like, you know, at a really granular level, what's gonna	Refined Alternative I (Concept I-W) will disturb or remove 4.38 acres of riparian forested habitat, which will result in the loss of potential foraging areas for the federally endangered gray bat. Approximately 90 acres of forested habitat that will be removed by Refined Alternative I	Threatened or Endangered Species (4.2.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>happen to the endangered and threatened bat species?</p>	<p>(Concept I-W) may serve as foraging or maternity areas for federally endangered Indiana bats; suitable habitat for the federally endangered northern long-eared bat. Impacts to the Ohio state listed endangered little brown bat and tricolored bat are also expected due to tree removal in Ohio. No evidence of potential hibernacula in proximity to the project or use or presence of bats along the bridges in the project area was found. The tricolored bat has also been proposed for listing as a federally endangered species.</p> <p>Refined Alternative I (Concept I-W) incorporates several measures to minimize and mitigate effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-146-2	02/22/2024 - What are we doing about runoff in an area where combined sewer overflows are an issue?	Refined Alternative I (Concept I-W) will separate all interstate stormwater runoff in the project corridor from existing combined sewer systems in both Kentucky and Ohio and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding in the communities in surrounding the Brent Spence Bridge (BSB) Corridor Project.	Utilities (4.12.1)
		B-146-3	02/22/2024 - And there's been a lot of updates in the science of greenhouse gas emissions, of things like fine particulate matter.	<p>The evaluation of greenhouse gases and climate change prepared for the supplemental Environmental Assessment followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's Motor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. The analysis concluded that greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	Particulate Matter (4.6.3) Emissions Burdens Analysis (4.6.5) Greenhouse Gases and Climate Change (4.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for particulate matter that is 2.5 micrometers or less in diameter (PM2.5). As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p>	
		B-146-4	<p>02/22/2024 - I have heard no mention of microplastics and other things that are shed from tires on highways and what that's doing to the communities there.</p>	<p>The design, construction, and maintenance of the BSB Corridor Project will be in accordance with applicable water quality regulations. Although there are no current regulations based on microplastics, ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. KYTC and ODOT have incorporated environmental commitments into the project that require the resident engineer and contractor to develop best management practices (BMPs) prior to onsite activities to</p>	Utilities (4.12.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				ensure continuous erosion control throughout the construction and post-construction period.	
		B-146-5	02/22/2024 - I'm not sure why there's not more consideration of sound walls all through the West End and Queensgate and even Camp Washington where communities already been cut off and polluted by highway expansion.	<p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The Ohio analysis identified noise impacts at three isolated residences in the Camp Washington neighborhood; however, the impacted residences are spaced over a distance of about 2,000 feet. Noise mitigation for isolated residences is not cost effective per ODOT's noise policy, and noise mitigation is not proposed for these residences. The Ohio analysis also identified noise impacts at the Cincinnati Job Corps, which is in the Queensgate neighborhood. Noise barriers were evaluated for the Cincinnati Job Corps but were not found to be cost effective per ODOT's noise policy; therefore, noise mitigation is not proposed in this location.</p> <p>The Ohio noise study found five noise barriers to be feasible and reasonable per ODOT's <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i> (ODOT noise policy), and ODOT is proposing noise barriers to mitigate noise impacts in the West End neighborhood. In addition, ODOT has committed to constructing 57-inch barriers on the Liberty Street, Findlay Street, and Bank Street bridge parapets. These barriers will be 15 inches taller than standard ODOT bridge barriers, and the increased height will further reduce tire pavement noise. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p>	Noise - Ohio (4.8.2)
		B-146-6	02/22/2024 - So, yeah, I love the comment earlier about how we can do more to go above and beyond in these communities. We need to reconnect these communities while we have the chance, you know, connecting things like	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>the streetcar to the, across the Ezzard Charles Bridge. I like that idea. We've talked to ODOT about doing things like skate parks that connect communities and get young kids in, and we can make 'em green, but there doesn't really seem to be a ton of interest in that.</p>	<p>local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.</p> <p>ODOT has met with representatives from the Cincinnati City Manager's Office, the Cincinnati Skate Park Project, and Cincinnati Center City Development Corporation (3CDC) to discuss potential skate park opportunities throughout the city as part of separate efforts that are not related to the BSB Corridor Project. ODOT will continue to work with the City and the Cincinnati Skate Park Project</p>	<p>Additional Refinements (3.3)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Hearing (5.5)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				as part of its routine governmental interactions within the City of Cincinnati.	
		B-146-7	02/22/2024 - I only heard that there's very little mention of what's gonna happen with Queensgate Playfield. It sounds like that's kind of a done deal, but it's still gonna have impacts for the kids that play there right now. So how do we go above and beyond and build more play areas, more parks for the kids that live in these neighborhoods that are gonna be impacted beyond just, you know, buying a piece of the property and reconfiguring the baseball diamond.	The refinements incorporated into Refined Alternative I (Concept I-W) do not change the impacts to the Queensgate Playground and Ball Field that were identified in the 2012 Environmental Assessment and Finding of No Significant Impact. In 2014, ODOT acquired 0.72 acre of permanent right-of-way and easement from the Queensgate Playground and Ball Field, including outfield areas for the ball fields that existed at that time. Trees and shrubs along the southern edge of the park will also be removed during the construction of the highway, retaining wall, and a proposed noise barrier. Impacts were mitigated by compensating the City of Cincinnati for the land, relocation of recreational facilities, preparation of construction plans for the ball field reconfiguration, and construction monitoring of the mitigation. A noise barrier is also proposed to mitigate noise impacts. If noise public involvement concludes that a noise barrier will not be built, then ODOT has committed to installing limited access right-of-way fencing along the park and highway boundary.	Queensgate Playground and Ball Field (4.13.7)
		B-146-8	02/22/2024 - This is a once in a lifetime opportunity for the ODOT and for Kentucky Department of Transportation and both the states to, to actually improve neighborhoods that were damaged by highways in the past.	Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity	Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				across the interstate; and building the project with a context sensitive design that fits within the community.	
B-147	Laber, Ryan	B-147-1	02/22/2024 - I'm calling in to make a comment on part of Bridge Forward Cincinnati. Of course, we are a pro-build, pro- bridge group, and as such, we're asking for basically a good working partnership with ODOT and the whole project team. And so in that spirit, I got kind of two comments to make. The first one is, this summer Bridge Forward hosted a public meeting at Union Terminal, and 150 people attended for this meeting. We flew in national experts to share their perspectives about the project. The experts included Fred Wagner, who is the former Chief Counsel at Federal Highway Administration during the Obama presidency, and is now a partner at Venable, LLP and Environmental Law Firm in D.C. We also flew in Gloria Jeff, who is the current livability director at Minnesota DOT, and the former deputy administrator at Federal Highway Administration. We extended invitation to the project team and to the current local Federal Highway Administration folks, but were disappointed that nobody attended the public meeting that we hosted.	The meeting referenced by the commenter was privately sponsored and was not an official project meeting for the Brent Spence Bridge (BSB) Corridor Project. As such, representatives from FHWA, KYTC, and ODOT did not attend.	N/A
		B-147-2	02/22/2024 - Secondly, we understand the project team is open to hearing public comments or comments on the project from Cincinnati's elected officials about the Brent Spence Project. But in talks with elected officials just this week, I've heard their understanding from ODOT that the Bridge Forward proposal would necessarily shut down I-75 for a year or add a half a billion dollars in project costs. And that's their current understanding. That's not our understanding. We haven't seen those kind of comments in	KYTC and ODOT were not parties to the conversations referenced by the commenter; therefore, no response, other than to document the comment as received, can be provided.  Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community	Purpose and Need (2.) Alternatives (3.) Future Design Refinements (3.7) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>writing. So as a pro-bridge group, a pro-build group, we're asking for a, a productive partnership. Those are my comments.</p>	<p>benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public</p>	<p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
B-148	Daniel	B-148-1	<p>02/22/2024 - I'm a local resident, and my question is, well, first I received a flyer in the mail that says, investing in local communities, growing America's economy. And my question is, how exactly are you investing in the local communities? And for the record, I do not think that grant money is investing in local communities if that grant money is used for paying for damages that you are creating. That's my comment.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several refinements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown Cincinnati area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; incorporating aesthetic treatments throughout the corridor; and incorporating drainage improvements. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion.</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-149	Anthony	B-149-1	02/22/2024 - I oppose the, the bridge project entirely because I think it's a waste of taxpayer dollars in the first place.	The commenter's opposition to the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.	N/A
		B-149-2	02/22/2024 - But given that you're hell on, on creating a, a companion bridge, you owe it to, to the local residents to do your absolute finest work and collaborate with the groups that have put in a, a really unreasonable amount of time, like Bridge Forward. I'm not part of the group, but they're an amazing group. It's, it's incredible to see what they've been able to put together, honestly, in spite of ODOT, which is really sad because ODOT should be a leader in transportation, but unfortunately, they're kind of, they're kind of just a, a leader for their own benefit right now, unfortunately, it seems like.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-149-3	<p>02/22/2024 - So, I hope that ODOT will kind of wake up, move toward mass transit rather than dirty transit, which is what this is. It's an expansion of, of over-reliance on private vehicles, on trucking rather than, than rail transit and, and it's a mistake.</p>	<p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-149-4	02/22/2024 - So, I hope you'll, I hope you'll work with toward the bridge, the bridge forward plan, because that's the best you can do with, with a bad idea.	During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.	Future Design Refinements (3.7)
<b>B-150</b>	Lance, Marsha	B-150-1	02/22/2024 - I am a Newport, Kentucky resident. I'm happy to see a project move forward that would improve traffic flow and in	KYTC and ODOT have incorporated environmental commitments into the project to protect streams and rivers. Best management practices (BMPs) will be	Streams and Rivers (4.2.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>access to the transportation areas around Northern Kentucky and Cincinnati. My only concern, I'm not an informed citizen per se, I haven't read the documentation, but I'm hoping that there are mitigations that are being put in place to protect the water quality levels of the Ohio River throughout the protection, throughout the production phase where we are gonna have a lot of things, I think I, I assume, dropping into the river and settlement and sediment and, and the, the disruptions to the habitats you've mentioned. So, I just hope that along the way, some of the public information that will come out will be the plans to address water quality issues for the river and the river habitat. And then also if there are funds available, it would be nice to see cleanup and improvement of the river along both sides of the river because it is such a lovely area for the public to gather on both sides. We have parks down there near the water, places to walk, and I think the most of the citizens in the area would like to see those kinds of opportunities expanded and improved and enhanced for, you know, physical wellbeing of being outdoors in our outdoor spaces. And the river is certainly one of those important spaces to us. Thank you to all and everybody who's working on this project. I'm cheering you on and hoping that everyone does their very best for the communities that are involved in this.</p>	<p>developed by the resident engineer and contractor prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period. In addition, areas of the stream banks that are disturbed by construction will be reseeded, and new grass will be established.</p> <p>Under existing conditions, all of the runoff from the I-71/ I-75 corridor in Kentucky flows into a combined sewer system, creating flooding in surrounding areas and contributing to overflow events. While only runoff from new impervious area is required to be separated, KYTC has committed to separating all interstate runoff from the existing combined sewer system. Modeling shows that these separation efforts will substantially reduce the volume flowing into the combined sewer system, reducing the frequency of combined sewer overflows into surrounding waterways. In Ohio, existing combined sewers flood Mill Creek with sewage during extreme rain events. ODOT is coordinating with the Metropolitan Sewer District to build storm sewers that will separate I-75 runoff from combined sewers and reduce the frequency of combined sewer overflows into Mill Creek. ODOT will also provide BMPs to address water quality treatment requirements in Ohio. These measures are anticipated to result in long-term improvements to water quality in the project area.</p> <p>Impacts to water quality will also be addressed as part of the Section 401 Water Quality Certification and the National Pollutant Discharge Elimination System permitting processes.</p> <p>Refined Alternative I (Concept I-W) will disturb or remove 90 acres of forested habitat. The definition for forested habitat includes a wide range of trees and shrubs, some as small as 3-inches in diameter, and it also includes dead trees that are still standing. A large portion of the forested habitat impacted by Refined Alternative I (Concept I-W) is located within the existing right-of-way, is</p>	<p>Terrestrial Habitat (4.2.3)</p> <p>Utilities (4.12.1)</p> <p>Permits (4.15)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>near to the existing interstate, and is near or within highly developed urban areas.</p> <p>The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Measures incorporated into the project to minimize and mitigate impacts to threatened or endangered bat species will also minimize and mitigate impacts to terrestrial habitat. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund. The Imperiled Bat Conservation Fund will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.</p>	
<b>B-151</b>	Stu, Mahlin	B-151-1	<p>02/22/2024 - This new bridge will be a gateway to Ohio and the North, as well as a gateway to Kentucky and the South. It should be a SPECTACULAR structure -- a bridge to put Greater Cincinnati on this list:  <a href="https://www.architecturaldigest.com/gallery/most-beautiful-bridges-in-the-world">https://www.architecturaldigest.com/gallery/most-beautiful-bridges-in-the-world</a></p>	<p>KYTC, ODOT, and the project Aesthetics Committee are coordinating the design of the new companion bridge to ensure that it is an iconic, aesthetically pleasing structure. Refined Alternative I (Concept I-W) incorporates flexibility in the bridge types to allow the progressive design-build team to pursue innovative and cost-effective designs to the greatest extent possible. The bridge types for Refined Alternative I (Concept I-W) are broadly described as an “arch bridge” and a “cable-stayed bridge.”</p> <p>KYTC and ODOT will determine the final bridge type for the new companion bridge based on a technical evaluation performed by the design-build team. Once the bridge type is determined, information regarding the decision will be made available to the public, and the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing Brent Spence Bridge. KYTC and ODOT will also continue to engage the project</p>	Visual Resources (4.9)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Aesthetics Committee for final confirmation of the aesthetic treatments included in Phase III of the project.	
B-152	Crane, Ryan	B-152-1	02/22/2024 - On January 25, 2023, I was among a number of signatories to a letter submitted to the Federal Highway Administration regarding deficiencies in the environmental approval process for the Brent Spence Corridor Project. A copy of this letter is available here: <a href="https://www.sustainablecincy.org/news/concern-s-over-brent-spence-corridor-projects-compliance-with-civil-rights-and-environmental-justice-regulations">https://www.sustainablecincy.org/news/concern-s-over-brent-spence-corridor-projects-compliance-with-civil-rights-and-environmental-justice-regulations</a> . I wish to reiterate the concerns outlined in that letter and incorporate that letter as public comment on the Supplemental Environmental Assessment (SEA).	A copy of this comment was also submitted on March 8, 2024.  The concerns raised in the January 2023 letter from the Coalition for Transit and Sustainable Development were addressed during the project's National Environmental Policy Act (NEPA) review. Details regarding how those concerns were addressed were provided in the supplemental Environmental Assessment (EA) and the <a href="#">Public Involvement Summary (January 2024)</a> . A copy of the Coalition for Transit and Sustainable Development letter is also provided in Appendix I of the <a href="#">Public Involvement Summary</a> .	Public Comments (5.1.1)
		B-152-2	02/22/2024 - The Supplemental Environmental Assessment fails to adequately address and resolve serious deficiencies in the submissions provided for this project under the National Environmental Policy Act (NEPA), and the Brent Spence Corridor Project requires a full Environmental Impact Study at minimum. Allowing this project to proceed under a Finding of No Significant Impact (FONSI) with supplemental assessments is not appropriate.  It is a violation of NEPA for an agency to fail to rigorously consider and objectively evaluate all reasonable alternatives to the proposed project. The determination of reasonable alternatives is considered a critical part of the NEPA process since "one obvious way for an agency to slip past the strictures of NEPA is to contrive a purpose so slender as to define competing 'reasonable alternatives' out of consideration (and even out of existence)."	In accordance with the NEPA, an EA was originally prepared for the Brent Spence Bridge (BSB) Corridor Project in the Commonwealth of Kentucky and the State of Ohio in March 2012. A Finding of No Significant Impact (FONSI) was approved by FHWA on August 9, 2012. The alternatives evaluation for the BSB Corridor Project was documented in the 2012 EA and remains applicable to the project. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.  The supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not	Introduction (1.) Development of Refinement Concepts (3.2) Additional Refinements (3.3) Project Refinements (Appendix A)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Simmons v. United States Army Corps of Engineers, 120 F.3d 664, 666 (7<sup>th</sup> Cir. 1997). The existence of a viable but unexamined alternative renders the environmental review inadequate. See Env'tl. Def. Ctr. V. Bureau of Ocean Energy Mgmt., 36 F.4<sup>th</sup> 850, 877 (9<sup>th</sup> Cir. 2022).</p>	<p>expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. In addition, detailed descriptions of the refinements incorporated into the project since the 2012 EA/FONSI are provided in the supplemental EA, and further supporting documentation is provided in its appendices.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
		B-152-3	<p>02/22/2024 - The submissions must also include a full and fair discussion of any irreversible or irretrievable commitment of resources which would be involved in the proposed action. In this case, the proposed action involves the expenditure of around \$4 billion in state and federal funds. While the SEA includes a cost analysis, it does not include a cost analysis comparing the ODOT preferred option with the reasonable, viable, but unexamined alternative of tolling the bridge in a no-build scenario. This is presumably because such a comparative cost analysis would demonstrate the clear superiority of the roadway pricing option from the standpoint of prudent management of taxpayer dollars. The avoidance of this comparison is not a full and fair discussion of the irretrievable commitment of public resources.</p>	<p>Applicable regulations do not require the supplemental EA to include separate discussion of irreversible or irretrievable commitments of resources or comparative cost analyses. In any event, the supplemental EA updates relevant information from the 2012 EA/FONSI, provides detailed discussion of potential impacts of Refined Alternative I (Concept I-W), and includes extensive environmental commitments outlining minimization and mitigation measures for unavoidable impacts.</p> <p>Tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p>	<p>Introduction (1.) Funding (1.2.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-152-4	<p>02/22/2024 - Tolling the Brent Spence Bridge in a No-Build Scenario is a Viable and Reasonable Alternative. Tolling is frequently used to finance infrastructure projects of this type. Tolling is therefore a reasonable and viable option on the Brent Spence Bridge, and tolling was in fact previously studied as a financing mechanism for this exact project. It was also used to fund a nearly identical project in Louisville. Any form of roadway pricing can be expected to decrease traffic relative to the toll-free alternative, and the FHWA itself promotes roadway pricing as a way to manage the waste associated with traffic congestion. According to the FHWA Center for Innovative Finance Support, authority to toll a currently toll-free bridge exists under 23 U.S.C. 129(a)(1)(E) if the bridge is reconstructed, and this authority applies to bridges both on and off the Interstate system. "Reconstruction" includes major work to correct major safety defects and to improve the functional operation of the facility. Local government entities, including individual cities, may also seek tolling authority under the FHWA Value Pricing Pilot Program.</p> <p>While Kentucky law prohibits tolling the bridge as part of a financing plan or development agreement, it does not seem possible for Kentucky law to prohibit tolling of the Brent Spence Bridge or its approaches in the state of Ohio. It also seems that permitting the tolling of the Louisville Ohio River Bridges project while prohibiting tolling of the Ohio – Kentucky river crossing might be discriminatory from an interstate commerce perspective. The Kentucky law directly favors in-state Kentucky logistics firms and northern Kentucky commuters who work in southwestern Ohio.</p>	<p>Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the "<a href="#">Documents</a>" page of the project website under the years 2013, 2014, and 2015.</p>	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>When tolling is considered as a financing option for infrastructure projects, agencies have the ability to commission an investment grade analysis (IGA) in order to forecast toll revenues which will pay for the bonds used to fund the project. These IGA's tend to be rigorous as they are used to sell a bond product to sophisticated investors. According to Joe Cortwright at City Observatory:</p> <p>Financial markets and the federal government, who are asked to loan money up-front (with a promise to be repaid by future tolls) simply refuse to believe state highway department traffic forecasts. Instead, they insist that states pay for an "investment grade" traffic and revenue forecast. You can't sell toll-backed bonds on private financial markets, and you can't even apply for federal TIFIA loans, without first getting an investment grade forecast. ("Flying blind: Why leaders need an investment grade analysis." Joe Cortwright, City Observatory 1/6/2022)</p> <p>If an investment grade analysis is required for projects involving debt-financing with tolls because state DOT traffic forecasts are unreliable, it is unreasonable for taxpayers to rely on these DOT models just because the project is funded solely with taxpayer money as an equity investment without promise of future repayment. Accepting a lesser degree of rigor in fully taxpayer-funded projects serves only to mislead the taxpayer as an unsophisticated "equity investor" in the infrastructure project. Why are bond financiers treated differently than the average American taxpayer?</p> <p>These IGA's routinely predict a much more dramatic impact of price on traffic volume than that impact which is predicted by state DOT models. Pricing is therefore much more</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>effective at controlling congestion than state DOT's would have the general public believe. According to Cortwright, "As a result, investment grade analyses invariably predict lower levels of traffic than the models used by state highway departments. Because traffic levels are lower, tolls have to be higher to produce any given amount of revenue." It is this impact which would explain the result witnessed by KYTC in Louisville, where the doubling of lanes across the Ohio River with the addition of tolls resulted in the destruction of approximately half of the pre-construction traffic volume – an egregious mismanagement of taxpayer funds. Perhaps KYTC could examine the data from their project in Louisville to inform their approach to the Brent Spence Corridor Project.</p>		
		B-152-5	<p>02/22/2024 - If state DOT traffic models are deemed unreliable for purposes of toll-related financing, they should be considered unreliable for purposes of project design and determination of need. The existence of a different modeling process referred to as "investment grade" indicates that the data or assumptions regarding future traffic volumes provided by ODOT and KYTC in their non-investment grade analysis are unreliable or incorrect. This is because an alternative, superior and more accurate method of analysis clearly exists. All data and assumptions submitted to the federal government and to the general public should be investment grade. Describing an analysis as "investment grade" is just another way of saying that the analysis is "rigorous." Conversely, a non-investment grade analysis is not rigorous. The choice of a non-investment grade analysis and the omission of the alternative investment grade type, without a</p>	<p>Certified traffic projections for the BSB Corridor Project were prepared according to the most current state and federal requirements, guidelines, and practices. The certified traffic projections were utilized to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, which concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. These previous studies, which include toll finance and traffic modeling scenarios, are posted on the <a href="#">"Documents"</a> page of the project website under the years 2013, 2014, and 2015.</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>clear explanation as to why an inferior method was chosen, may be considered arbitrary or capricious. Other modeling techniques are also available, such as dynamic traffic assignment, which purports to be more accurate and precise in modeling congested traffic networks. The agencies must explain why these other techniques have not been used to inform decision-making for this project. They must also explain why their modeling projects traffic volumes well above the capacity of the bridge in a no build scenario.</p> <p>Below is a graph compiling publicly available traffic forecasting data provided by the state agencies, compared to the most recent actually measured traffic volumes. As the saying goes in modeling, "garbage in, garbage out." The state agencies seem to be providing the public and the federal government with "garbage out." "To take the required "hard look" at a proposed project's effects, an agency may not rely on incorrect assumptions or data in an EIS. 40 C.F.R. § 1500.1(b) ("Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA.")" Native Ecosystems Council v. U.S. Forest Serv, 418 F.3d 953, 964 (9<sup>th</sup> Cir. 2005) "Where the information in the initial EIS was so incomplete or misleading that the decision maker and the public could not make an informed comparison of the alternatives, revision of an EIS may be necessary to provide a reasonable, good faith, and objective presentation of the subjects required by NEPA." Animal Defense Council v. Hodel, 840 F.2d 1432, 1439 (9<sup>th</sup> Cir. 1988)</p> <p>[The comment included a graph with the years 2005 to 2050 along the horizontal axis and</p>		

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>traffic volumes from 120k to 250k along the vertical axis.]</p> <p>Data available here and from the Coalition for Transit and Sustainable Development upon <a href="https://requesaps.arcgis.com/stories/7f73496d7e5b495ab8e07742c0311cc0">requesaps.arcgis.com/stories/7f73496d7e5b495ab8e07742c0311cc0</a>.</p> <p>The basic economic principles at play here are again summed up by Cortwright in his examination of a project in the Pacific Northwest:</p> <p>The Oregon and Washington highway departments prepared traffic and toll estimates for the Columbia River Crossing's Final Environmental Impact Statement published in 2011. Those estimates were that the I-5 bridges would carry 178,000 vehicles per day in 2030, and that minimum tolls would be \$1.34 to pay for about one-third of the cost of the project. The Investment Grade Analysis for this project, prepared by CDM Smith on behalf of the two agencies in 2013 estimated that in 2030, the I-5 bridges would carry just 95,000 vehicles per day in 2030, and that tolls would be a minimum of \$2.60 each way in order to cover a third of project costs. In short, the initial highway department estimates overstated future traffic levels by double, and understated needed tolls by half.</p> <p>The starkly different figures in the investment grade analysis called into question the size of the project, which was predicated on the exaggerated highway department forecasts. If a tolled bridge would carry dramatically fewer vehicles than the existing bridge, there was no justification for building an expensive wider structure and approaches. The money spent expanding capacity on the bridge would be wasted because fewer vehicles would use it.</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			This dynamic is essentially identical to the result observed in the Louisville project. Why KYTC asks us to repeat their Louisville mistake in Cincinnati is unclear.		
		B-152-6	02/22/2024 - The stated purpose of the Brent Spence Corridor project includes a number of different objectives, including addressing congestion and improving geometric deficiencies. However, as noted above, it is an error to so narrowly define the project scope such that only one solution is possible. For example, it is conceivable that the congestion component of this project could be managed with, in all likelihood, a relatively modest toll, and the revenue from that toll used to finance correction of geometric deficiencies or other areas of DOT concern. The toll price could also be adjusted to reduce traffic volume to the point that the number of travel lanes on the Brent Spence Bridge could be reduced. This would allow the replacement of the original shoulders. Such is the power of market forces. "Rigorous analysis" of the effect of toll price on traffic volumes in a no-build scenario would be part of the "objective evaluation" of reasonable alternatives to the proposed BSCP. The American taxpayer deserves as much rigor as do sophisticated bond investors when it comes to the deployment of billions in taxpayer dollars. The objective evaluation should occur through the use of an Investment Grade Analysis, which would help decision makers assess whether this project is even necessary.	<p>The purpose and need for the BSB Corridor Project is unchanged from the approved 2012 EA/FONSI, is adequately supported, and does not preclude consideration of a reasonable range of alternatives. Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p>	Funding (1.2.1) Purpose and Need (2.)
B-153	Hunt, Laura	B-153-1	02/22/2024 - This new bridge will serve the American economy for decades. It should be the best in every aspect and a source of	The commenter's support for the Brent Spence Bridge Corridor Project has been included in the project record.	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			regional pride. Delays by regulatory and climate interests should not be tolerated.		
B-154	Anonymous	B-154-1	02/22/2024 - Will the cut in the hill in NKY be straightened out? Unless police enforce trucks using the I275 highways, we will still have multiple accidents no matter where the bridge is built or reshaped.	<p>Refined Alternative I (Concept I-W) will provide approximately the same grade, or steepness, along the area known as the “cut-in-the-hill.” Refined Alternative I (Concept I-W) provides six lanes for northbound and six lanes for southbound interstate traffic through the “cut-in-the-hill.” Traffic operational analyses prepared for Refined Alternative I (Concept I-W) include consideration of roadway grades on various roadway sections. The traffic operational analyses, which are documented in an <a href="#">Interchange Modification Study Addendum</a> (December 2023), concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations along the area known as the “cut-in-the-hill” for all projected trips in the project area through the year 2049.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing Brent Spence Bridge (BSB). The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting truck traffic would not</p>	<p>Purpose and Need (2.)</p> <p>Design Criteria (3.4)</p> <p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.	
B-155	trainersbelt	B-155-1	02/22/2024 - Public comments	The comment was considered unclear, and no response, other than to document the comment as received, can be provided.	N/A
B-156	Anonymous	B-156-1	02/22/2024 - Listening to the virtual presentation, Jodi Heflin is talking about taking property, reducing park space & disrupting bats. Where are you relocating the bats? I only heard that you were throwing money at groups that support bats	<p>Refined Alternative I (Concept I-W) incorporates several measures to minimize and mitigate effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p> <p>The supplemental Environmental Assessment presents assumed potential habitat for threatened and endangered bat species. Because trees will only be removed during</p>	Threatened or Endangered Species (4.2.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				times of year when federally and state listed bats are not expected to be utilizing those habitats, relocation of bat species will not occur. Relocating bats may cause more harm and could result in additional take of these species.	
B-157	Johns, Steve	B-157-1	02/22/2024 - Thank you for the opportunity to go on the record opposing the approval of the amended EIS for the Brent Spence Bridge project. Please find below my comments that I request that you include in the record.	The commenter's opposition to the Brent Spence Bridge Corridor Project has been included in the project record.	N/A
		B-157-2	<p>02/22/2024 - My daughter is a currently a senior at Walnut Hills High School and she might go to college at UC - what if, for argument's sake, she started dating a Beechwood High School boy and was trying to get from the football game back to UC. The array of signs she would encounter as she was heading north from Kyles Lane would be more than challenging for a new driver. Google maps would be yelling at her to merge across three lanes of traffic in a mile to stay on I-75. And she would be trying to get across not just regular traffic but three lanes of semis putting on their Jake breaks as they are barreling down the cut in the hill. Please rethink this project so my daughter doesn't die after seeing her boyfriend score a touchdown.</p> <p>My aunt lives in Detroit. Sometimes she likes to head south to get a break from the Michigan winter. She likes to drive in the right lane to stay at a safe speed. When she passes the western hills viaduct she will see a perplexing array of signs. She will have to cut across three lanes of traffic - full of semis - and speeding left lane drivers trying to exit into downtown. Please rethink the project so my aunt doesn't die on her way to Florida.</p>	<p>The project will install new signing on I-71/I-75 throughout the project area. The design and locations of highway signs will be finalized during detailed design and in accordance with current design standards and guidelines. The traffic operational analyses, which are documented in an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, did not identify extensive weaving maneuvers associated with the design of Refined Alternative I (Concept I-W).</p> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p>	<p>Design Criteria (3.4)</p> <p>Traffic (3.8)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-157-3	02/22/2024 - I can't speak as personally to the former residents of the Kenyon Barr neighborhood whose lives were shattered when I-75 was first built where their neighborhood used to be located, but I can say that this proposed project will decrease the life spans of those who live in adjacent neighborhoods like the West End. Please rethink this project so that the residents of the West End don't have to die before their time.	<p>KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on health burdens in disadvantaged communities in a <a href="#">Socioeconomic Technical Report</a> (January 2024). The analysis concluded that Refined Alternative I (Concept I-W) will not further contribute to health burdens; rather, Refined Alternative I (Concept I-W) may result in potential better health outcomes for those with asthma, diabetes, heart disease, or low life expectancy due to improved access to healthcare destinations, improved options for active transportation, and improved air quality due to improved traffic flow and reduced vehicle idling.</p> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects. When considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p>	<p>Disadvantaged Communities (4.1.9)</p> <p>Cumulative Effects (4.10.2)</p>
		B-157-4	02/22/2024 - The accidents, injuries and deaths that you anticipate this design reducing will actually go up given the high speeds the project will allow.	The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i> . The analysis concluded that Refined Alternative I (Concept I-W) will reduce crashes on the existing BSB, the I-71/I-75 mainline in Kentucky, the I-75 mainline in Ohio, and locations of notable changes incorporated into Refined Alternative I (Concept I-W).	Traffic (3.8)
		B-157-5	02/22/2024 - Apart from these flaws in the design, the EIS from 2012 can't just be "updated" given the changes we have seen in the past decade. Remote work is here and autonomous vehicles are on the horizon. The new bridge will be technically obsolete before it is completed. A completely new environmental document is needed before the FHWA can authorize construction of the project.	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.	
B-158	Tussey, Olivia	B-158-1	02/22/2024 - Hello Governor. My name is Olivia Tussey- I'm actually [REDACTED] goddaughter, so I met Winnie a handful of times before they gave her to your family! I'm reaching out in hopes to call on you to get the Transportation Cabinet to reevaluate the Brent Spence Bridge plan. I'm a Lexington native who is in the Masters of Community Planning program at the University of Cincinnati (living in northern Kentucky near Bellevue now), and I plan to go into transportation planning. I am particularly passionate about active transportation and transit, and how building up those systems can help us reach sustainability goals and build stronger communities. I have been incredibly disappointed to find out that at the same time that the federal and state governments say they are working toward fewer carbon emissions, transportation engineers are yet again pushing forward a project that expands an inherently broken transportation system, under the time-and-again disproven argument that adding more lanes helps with congestion.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>The <a href="#">Interchange Modification Study Addendum (December 2023)</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) Motor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. Greenhouse gas emissions (also called carbon dioxide equivalent emissions) were calculated from projected carbon dioxide, nitrous oxide, and methane gas emissions weighted according to the global warming potential of each gas as defined by USEPA in MOVES.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050</p>	<p>Purpose and Need (2.)</p> <p>Traffic (3.8)</p> <p>Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p>	
		B-158-2	<p>02/22/2024 - The environmental impact analysis for this project was completed over a decade ago. This is unacceptable; at the very least, an updated one must be undertaken before this project moves forward.</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p>	Introduction (1.)
		B-158-3	<p>02/22/2024 - ODOT and KTYC should investigate congestion pricing in a no-build scenario in their consideration of alternatives to this project. While Kentucky state law prohibits the use of tolling to finance an expansion project of this type (“a development agreement or financial plan”), no regulation exists which would prohibit the use of tolling for congestion relief in a no-build scenario. Use of tolling as a financing mechanism was used in a similar project in Louisville, and the presence of tolling resulted in a significant decrease in traffic</p>	<p>Congestion pricing is a form of tolling. Previous tolling studies conducted by KYTC and ODOT indicate tolling the Brent Spence Bridge (BSB) Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and</p>	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>across a previously un-tolled river crossing. Evidence in the field of urban planning, including direct experience in the state of Kentucky, supports the use of congestion pricing or tolling as a “reasonable alternative” to highway widening for congestion relief, and no consideration of this alternative has been made in the development of the BSCP. The Federal Highway Administration Office of Operations promotes congestion pricing as a “way of harnessing the power of the market to reduce the waste associated with traffic congestion.”</p>	<p>associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, congestion pricing (which is a form of tolling) in a no-build scenario is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the “<a href="#">Documents</a>” page of the project website under the years 2013, 2014, and 2015.</p>	
		B-158-4	<p>02/24/2024 - With regard to the DOT claims of great need for greater truck traffic capacity, they rely on an outdated 2004 study/report. The actual traffic counts, indicate that traffic counts overall, have not been increasing as repeatedly projected by ODOT or KYTC. More congestion can't be solved with the current plan.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-158-5	<p>02/22/2024 - There's a fundamental flaw in the design of the region's traffic network: all the traffic is funneled into one major route. As the ODOT Brent Spence project manager acknowledged years ago, "We could continue to build lanes on 75, but they would fill because of the nature of the traffic network in the region." In other words, this region cannot build its way out of the traffic congestion issues without fundamental changes in the design of the overall network or by investing in other modes such as bus, light-rail, and better biking/walking infrastructure.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the Initiative called for four lane continuity in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the communities surrounding the project area. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.	
		B-158-6	02/22/2024 - I truly hope my message doesn't fall on deaf ears. As a 23 year old person, I am constantly dismayed by the state of the world and this project is proving to me and many others yet again that profit and outdated politics mean more to most people in power than the interests of the people and the dire need to do better for the future of the planet. I have much respect for you and your love for the state, even though I wish you could take more progressive stances on many topics. I desperately hope there is something you can do. If not, at least I gave it a shot. Thank you for hearing me out.	The supplemental EA was made available for public review on January 26, 2024, and a public comment period concluded on March 8, 2024. KYTC, ODOT, and FHWA will consider all comments received before making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
B-159	Walpe, Paul	B-159-1	02/23/2024 - What is the reason to build a second bridge next to the present bridge, thus cramming an increasing traffic load onto an already overloaded section of highway, which, presently, endures difficult topography. Are you all sadists or have you never driven this section? I used to race cars and I felt more comfortable on a race track than I do driving on this section of I75.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by</p>	<p>Project Description (1.1)</p> <p>Traffic (3.8)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Refined Alternative I (Concept I-W) will construct a collector-distributor (C-D) roadway system between West 12<sup>th</sup> Street/Martin Luther King (MLK) Jr. Boulevard in Kentucky and Ezzard Charles Drive in Ohio. A new 107-foot-wide double-decker companion bridge will be built to the west of the existing BSB, with all I-71 and I-75 traffic on the new bridge and all C-D traffic on the existing BSB. The new companion bridge will carry five lanes of combined southbound I-71 and I-75 traffic on the lower deck and five lanes of combined northbound I-71 and I-75 traffic on the upper deck. The existing BSB will be rehabilitated and reconfigured to carry three lanes of traffic on each deck as part of the C-D roadway system.</p> <p>Placing interstate traffic on the new companion bridge and local traffic on the existing BSB as part of the C-D roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				crashes by further reducing weaving movements and by providing a larger buffer for vehicles.	
		B-159-2	02/23/2024 - I'd like to be on a mail list.	This individual was added to the project mailing list and will receive future project updates.	Ongoing Public & Stakeholder Involvement (5.6)
<b>B-160</b>	Anonymous	B-160-1	02/23/2024 - If this project goes through, are the materials used going to be able to support future alternative transportation, such as a streetcar?	In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.	Public Hearing (5.5)
<b>B-161</b>	Bibee, Bruce	B-161-1	02/23/2024 - Perhaps local governments should take a new look at street intersections. Local government already owns these pieces of property and the airspace above them - land that runs from the inside edge of the sidewalk, parkway if any, curb and gutter, and the street itself - including the underground portions of this area. Where two streets intersect, this is a substantial amount of land and typically already has built up infrastructure (meaning no environmental impact studies are typically needed to build additional infrastructure). Most traditional infrastructure was built bit-by-bit on an as needed basis with little attention paid to how these bits might interact - especially since in many cases different agencies of the government and public utilities were responsible for the build-out - and continuing responsibilities for maintenance. Already used for many kinds of infrastructure, it would be a useful exercise to see how intersections might be improved by integrating new technology into both large and small intersections. Perhaps the	ODOT has closely coordinated the design of local connections to and from the Brent Spence Bridge corridor with local municipalities. Intersections and traffic control within the project limits will be designed and constructed in accordance with current design standards and processes. Modifications to local roadways and intersections outside of the project area are the responsibility of the City of Cincinnati.	Design Criteria (3.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>often cluttered visual intersection space could benefit from a redesign of the infrastructure that often supports existing lights and signage (not to mention trees and utility poles). This might be accomplished by replacing the plethora of vertical poles supporting such items with a pair of non-corroding tapered parabolic aluminum pipes that each run from corner to corner and tie together above the center of the intersection supporting a small to medium sized platform. The area on top of the platform can support an array of photovoltaic panels to supply power to the platform and its related equipment - including a small landing and recharging area for municipal drones and any aerals that might be used to collect and repeat signals to assist in providing all members of the public with high speed communications access. The area below the platform could be used for sensors and signage that can be placed above ground level sight lines to improve driver visibility and awareness. Typically, permanent location signage can be given improved visibility by making it larger with an easier to read font and better contrast - and by insuring that the programs in self-driving vehicles can also read it. A further improvement would be that its GPS coordinates would be clearly visible both on top and under the platform. Both traffic and parking control signage might be moved to high visibility LED panels which would only display when in effect - and could be changed easily to reflect changing circumstances.</p>		
		B-161-2	<p>02/23/2024 - Parking restrictions for high traffic periods or other activities such as street sweeping might need the facility to set off car alarms for vehicles in affected locations to alert vehicle owners that a sign has come on and action is needed with respect to their now</p>	<p>In response to portions of the comment related to pedestrians and speed control measures, Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. In support of the KYTC <i>Complete Streets</i>,</p>	<p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>illegally parked vehicle - and perhaps an optional ability to send a text message to the owners phone. Both traffic control and security/safety street lights would be supported by the platform, as would security cameras that monitor traffic, including 'red light' fixed cameras which include LIDAR to detect speed and read license plate data, and microphones which can monitor decibel level (often an issue in residential areas and also associated with vehicle speed) while also acting as nodes in a ShotSpotter type network. The fixed cameras would also have the ability to note the status of traffic lights and signage so that drivers cited for violations cannot argue that the light or sign was not on when a still video grab was made (possibly as simple as a small fixed mirror). The sensor array under the platform could also have a tilt/pan/zoom high definition day/night camera with an auxiliary directional ('shotgun') microphone that could follow suspicious or illegal movement as defined by an AI application. This capability could give law enforcement an almost instant ability to be virtually on the scene of a 911 complaint while providing a 911 operator visual information to supplement voice communications in order to make better informed decisions - especially where public disturbance problems arise. Such a system would allow law enforcement to capture such instances as drive by and other shooting incidents especially in areas where the local witnesses are uncooperative, unobservant, and or intimidated and therefore do not provide information on the incident. Such a camera could also be used by many agencies to monitor municipal infrastructure for needed maintenance without having to send personnel out to the site to physically inspect the area. In addition to lights, signage, and</p>	<p><i>Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be installed in underpass areas to improve safety and security for pedestrians and bicyclists.</p> <p>The remaining portions of the comment were considered unclear, and no response, other than to document the comment as received, can be provided.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>cameras, the structure could also support large convex mirrors designed to allow drivers to see if there was approaching cross traffic - a cheap safety feature that does not need power. All of these sensors would primarily surveil only public areas so there would be little intrusion into private areas - thus avoiding many concerns about privacy issues. Needless to say that these sensors would produce a vast amount of normal and uninteresting video which would typically be retained for only a short period of time before being overwritten by more recent material. The exception would be if there is some kind of criminal activity noted (excessive speed for example) or reported, at which time the video sequence can be archived for later use in an investigation. Miscreants fleeing the scene of some nefarious activity could be easily tracked remotely with no need for a high speed chase that might endanger the community - and without the need to let them get away either. Law enforcement could then be vectored to an intercept where there are minimal civilians who might be injured in a confrontation. In addition to using cellular towers to notify the public of emergency conditions, a loudspeaker array could be added under the platform to broadcast public safety announcements to affected populations for various kinds of emergency situations. If street racing is an issue, the sensors at intersections can alert the authorities and document, in detail, the illegal and unsafe activity that is going on. When building out new infrastructure, passive speed control measures can also be considered - both speed bumps and less obtrusive speed 'dips' which can also help with drainage. Such platforms can easily extend the range and time on station for police (and other) first responder drones by giving them a local</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>place to land and recharge without having to return to a central location until after recharging*. With the increased use of delivery drones, these UAVs would also have a place to make an emergency landing which would not endanger the public. With sturdy poles supporting high platforms, this infrastructure could be easily leveraged by providing overhead pedestrian walkways by adding lightweight walkways at an appropriate height accessed by spiral staircases. This could improve safety, especially for children, by separating people from street traffic. The walkways could be kept lightweight and low maintenance by using expanded aluminum large hole mesh which would not collect dirt or water - also used on the stair treads. For those not wanting to use the walkways, the traditional crosswalks would still be available with ramps for wheelchair and stroller access. Once such a system is being planned, it is likely that other uses could be considered - large photovoltaic arrays might be considered to power municipal facilities and possibly feed the local grid to help with the current climate crisis. *It was recently noted in the New York Times - "In large cities, a small number of streets account for an outsize number of violent crimes. Those streets are usually in segregated Black neighborhoods that, because of structural racism, have suffered from decades of disinvestment and physical and economic decline. ... Without changing these physical spaces in which crime occurs, violence-prevention efforts are incomplete." — Eugenia C. South. Municipal investment in the above intersection infrastructure will put the eyes and ears of law enforcement and other agencies into these areas and make the communities safer - and this will also contribute to having cooperative</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>witnesses in the area as well as a quicker response time - possibly by using small inexpensive drones for tracking and documentation. With the cover provided by electronic monitoring, it is likely that human witnesses will be more likely to come forward as gangs of miscreants will not know where the information is coming from and therefore less likely to retaliate against witnesses. This can be especially true where (often stolen) vehicles are used in crime - especially 'drive by' gun violence where apprehension is often difficult due to lack of timely information. Feel free to share. Have a good day.</p>		
B-162	Clements, Nichole	B-162-1	<p>02/23/2024 - The Banklick Watershed Council is a local nonprofit that has been working to restore Banklick Creek and reduce pollution within the creek. The Banklick Watershed is just south of the Willow Run watershed along I-75/71 in Northern Kentucky.</p> <p>After reviewing the recently released environmental report, we would like to commend the Kentucky Transportation Cabinet on their commitment to separating the stormwater runoff out of the combined sewer system. This will be a huge benefit for reducing sewage overflows and flooding issues in the Willow Run Watershed.</p>	<p>The commenter's support for the stormwater mitigation and enhancement measures incorporated into Refined Alternative I (Concept I-W) has been included in the project record.</p>	Utilities (4.12.1)
		B-162-2	<p>02/23/2024 - Since the Banklick Watershed does not have combined sewers in this area, our stormwater concerns differ slightly from those in the Willow Run watershed. In the Banklick, we have separate storm sewer systems, which pipes stormwater runoff directly into the local creeks.</p>	<p>KYTC will coordinate with the Sanitation District No. 1 of Northern Kentucky (SD1) during detailed design on stormwater management and erosion control within the project limits that impact Moser's Branch Creek, a tributary to Banklick Creek.</p>	Utilities (4.12.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Over the past several years, we have witnessed a concerning increase in erosion, bank failures, landslides, and suspended solids within Banklick Creek. Studies have shown that excessive stormwater runoff and changes to the hydrology within the watershed is a major cause. This means that runoff from developed areas is a primary source of excess stormwater that is damaging our creek.</p> <p>The I-75/71 corridor crosses over a tributary to the Banklick called Moser's Branch Creek. Moser's Branch flows under the highway between the Kyles Lane and Dixie Highway exits. It flows through the Fort Wright Nature Preserve and Highland Cemetery Nature Trails. Moser's Branch then flows along Highland Pike (1072) down toward KY 17 where it combines with Horse Branch Creek and the mainstem of the Banklick.</p> <p>Moser's Branch is notorious for its previous landslides and overburdened hillsides. Historical slippage has caused destruction of the sewer line, sidewalks, parking area, and creek habitat.</p> <p>We are concerned that the work being done for the Brent Spence bridge project will exacerbate our ongoing challenges in this area. The Banklick Watershed Council has invested millions of dollars in restoring the Banklick Watershed and without thoughtful consideration of how flows are released into the creeks, it could threaten our progress.</p> <p>We are asking that the KYTC improve the existing and future stormwater management in this area to protect against further erosion, by designing to SD1's standards for stream channel protection. Typically, all this entails is adjusting the size of the stormwater outlets</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>from detention areas to minimize erosive discharge into the Creek. This simple step would have a tremendous benefit for the downstream areas.</p> <p>We appreciate your consideration of our concerns and the minor design updates that could have a tremendous benefit to our stream restoration efforts.</p>		
<b>B-163</b>	Tussey, Olivia	B-163-1	<p>02/24/2024 - I am a current final-semester graduate student at the University of Cincinnati getting my Masters in Community Planning. I am originally from Lexington and live in Northern Kentucky now. My more specific interest is in the intersection of sustainability and active transportation, and how an overhaul of the transportation system in the US (particularly in cities, where there is so much opportunity and excitement for transit but most authorities and governments are beholden to the interests of cars over people) would not only create more walkable and equitable communities, but would also have a positive environmental impact.</p> <p>As such, I am quite disappointed and alarmed by the Brent Spence expansion project, and wanted to share my thoughts as to why alternatives must be explored, if not for the sake of the community, then at least for the sake of avoiding the deep ironies and inconsistencies in pushing forward a project such as this.</p> <p>ODOT and KYTC should investigate congestion pricing in a no-build scenario in their consideration of alternatives to this project. While Kentucky state law prohibits the use of tolling to finance an expansion project of this type (“a development agreement or financial plan”), no regulation exists which</p>	<p>Congestion pricing is a form of tolling. Previous tolling studies conducted by KYTC and ODOT indicate tolling the Brent Spence Bridge (BSB) Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, congestion pricing (which is a form of tolling) in a no-build scenario is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the <a href="#">“Documents”</a> page of the project website under the years 2013, 2014, and 2015.</p>	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>would prohibit the use of tolling for congestion relief in a no-build scenario. Use of tolling as a financing mechanism was used in a similar project in Louisville, and the presence of tolling resulted in a significant decrease in traffic across a previously un-tolled river crossing. Evidence in the field of urban planning, including direct experience in the state of Kentucky, supports the use of congestion pricing or tolling as a “reasonable alternative” to highway widening for congestion relief, and no consideration of this alternative has been made in the development of the BSCP. The Federal Highway Administration Office of Operations promotes congestion pricing as a “way of harnessing the power of the market to reduce the waste associated with traffic congestion.”</p>		
		B-163-2	<p>02/24/2024 - The parties involved have reduced the number of homes that will be demolished but in doing so they are subjecting the remaining residents to a lifetime of increased air pollution.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				such as schools, parks and recreation areas, and hospitals.	
		B-163-3	02/24/2024 - The freeway expansion project will further damage and harm the minority residents (primarily Black and Hispanic) who live in higher concentration in the immediate area of the project in both Cincinnati, Ohio and Covington and Park Hills, KY. It is ironic to me and many others that Cincinnati issued an apology to the West End for its history of destroying the community with the construction of the highways, at the same time that this project was being pushed through which will only cause further damage to the community. That sentiment now comes across as only surface-level and for appearances.	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	Environmental Justice (4.1.7)
		B-163-4	02/24/2024 - The Green House Gas emissions from construction must be considered, a massive amount during the years of construction, which will continue adding to the planet's heating every year for perhaps the next century, and undercounting of ongoing GHG emissions due to inadequate treatment of induced traffic.	The evaluation of greenhouse gases and climate change prepared for the supplemental Environmental Assessment (EA) followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's Motor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.	<p>Greenhouse Gases and Climate Change (4.7)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-163-5	02/24/2024 - It is very telling that the Environmental Impact Statement being used as a reference point for this project is over a decade old, and says that such a project would have no negative environmental or human impact when that is so clearly untrue. It is in	The supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			poor taste and practice to not have a newer statement created.	commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W).	
		B-163-6	<p>02/24/2024 - It is also so crucial to note that part of why the project was proposed in the first place was to handle projected increases in trucking transportation, but the projected increases in traffic volume that were used back then to justify the need for adding a new 10-lane bridge have not even occurred.</p> <p>More congestion can't be solved with the current plan, (as has been shown time and again in examples of widening projects around the country). This is especially true given the inherent nature of this corridor.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors,</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-163-7	<p>02/24/2024 - There's a fundamental flaw in the design of the region's traffic network: all the traffic is funneled into one major route. As the ODOT Brent Spence project manager acknowledged years ago, "We could continue to build lanes on 75, but they would fill because of the nature of the traffic network in the region." In other words, this region cannot build its way out of the traffic congestion issues without fundamental changes in the design of the overall network or by investing in other modes such as bus, light-rail, and better biking/walking infrastructure.</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lane continuity in each</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the communities surrounding the project area. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-163-8	<p>02/24/2024 - Overall, this project just seems like a prime example of the fact that transportation engineers have a very narrow view of the way that transportation actually impacts people, and that urban planners should more often be the people making these decisions. I am just 23 and I, along with most people in my generation, feel a deep, gut-wrenching despair over the state of the world every single day. Knowing that this project was set forth by groups that simultaneously say that they are on a mission to reduce emissions is sickening to me, but unfortunately not at all surprising. It is proof to me that politics as they are today is so much about pleasing lobbies and keeping to the status quo, even when the status quo is not only harming people but also a proven ineffective way of handling things. This project is a step backward from everything that is known about climate and sustainability issues, the actual conditions of the region, the current data on trucking, and the interests of the people who live here as well as future generations around the world.</p> <p>I, along with so many millions of others in my generation, am desperately grasping for any opportunity at a world that isn't falling apart. It is so disheartening and disappointing to see a project like this be proposed by leaders who say that they care about issues of sustainability and equity. There are other options here and I</p>	<p>The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130. The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W).</p>	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>implore you with everything in me to consider them.</p> <p>I truly hope my message to you doesn't fall on deaf ears. If it does, at least I tried.</p>		
B-164	Anonymous	B-164-1	<p>02/24/2024 - ODOT should investigate congestion pricing in a no-build scenario in their consideration of alternatives to this project. While Kentucky state law prohibits the use of tolling to finance an expansion project of this type ("a development agreement or financial plan"), no regulation exists which would prohibit the use of tolling for congestion relief in a no-build scenario. Use of tolling as a financing mechanism was used in a similar project in Louisville, and the presence of tolling resulted in a significant decrease in traffic across a previously un-tolled river crossing. Evidence in the field of urban planning, including direct experience in the state of Kentucky, supports the use of congestion pricing or tolling as a "reasonable alternative" to highway widening for congestion relief, and no consideration of this alternative has been made in the development of the BSCP. The Federal Highway Administration Office of Operations promotes congestion pricing as a "way of harnessing the power of the market to reduce the waste associated with traffic congestion."</p>	<p>Congestion pricing is a form of tolling. Previous tolling studies conducted by KYTC and ODOT indicate tolling the Brent Spence Bridge (BSB) Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, congestion pricing (which is a form of tolling) in a no-build scenario is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the "<a href="#">Documents</a>" page of the project website under the years 2013, 2014, and 2015.</p>	Funding (1.2.1)
		B-164-2	<p>02/25/2024 - ODOT should consider any alternative that involves transit expansion, that would allow a smaller highway improvement/expansion project.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not</p>	Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				address capacity issues on I-71/I-75. Therefore, expanded transit would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.	
		B-164-3	02/25/2024 - With regard to the DOT claims of great need for greater truck traffic capacity, they rely on an outdated 2004 study/report. The actual traffic counts, indicate that traffic counts overall, have not been increasing as repeatedly projected by ODOT or KYTC.	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange</a></p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><a href="#">Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 Environmental Assessment (EA) estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-164-4	<p>02/25/2024 - ODOT should investigate, through formal technical feasibility studies, narrowing the right of way and reconnecting city streets to reduce impact of the interstate highway through the West End neighborhood. This would facilitate the long-term rehabilitation of this community and bring the project in alignment with stated USDOT objectives of reconnecting communities that have been adversely impacted by prior infrastructure projects.</p>	<p>Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements to provide additional community benefits, including reducing the project footprint, reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati;</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>incorporating aesthetic treatments throughout the corridor; and providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-164-5	02/25/2024 - More congestion can't be solved with the current plan. There's a fundamental flaw in the design of the region's traffic network: all the traffic is funneled into one major route. As the ODOT Brent Spence project manager acknowledged years ago, "We could continue to build lanes on 75, but they would fill because of the nature of the traffic network in the	The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither expanded transit routes nor passenger rail would meet the project purpose and need. and they are not considered to be reasonable alternatives for the BSB Corridor Project.	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>region." In other words, this region cannot build its way out of the traffic congestion issues without fundamental changes in the design of the overall network or by investing in other modes such as bus, light-rail, and better biking/walking infrastructure.</p>	<p>The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lane continuity in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the communities surrounding the project area. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services,</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-164-6	<p>02/25/2024 - ODOT reduced the number of homes that will be demolished but in doing so they are subjecting the remaining residents to a lifetime of increased air pollution.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-164-7	02/25/2024 - The freeway expansion project will further damage and harm the minority residents (primarily Black and Hispanic) who live in higher concentration in the immediate	An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			area of the project in both Cincinnati, Ohio and Covington and Park Hills, KY.	<p>concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	
		B-164-8	02/25/2024 - ODOT needs to consider the Green House Gas emissions from construction, a massive amount during the years of construction, which will continue adding to the planet's heating every year for perhaps the next century, and undercounting of ongoing GHG emissions due to inadequate treatment of induced traffic.	<p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's MOtor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic.</p>	<p>Greenhouse Gases and Climate Change (4.7)</p> <p>Construction Impacts (4.11)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>such as schools, parks and recreation areas, and hospitals.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
B-165	Patil, Arnand	B-165-1	02/26/2024 - I would really like to see the highway capped and have a local street network built on top of it.	<p>ODOT and KYTC have considered options for capping I-75 in Ohio, which is documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Once the interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5<sup>th</sup> Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Way and 3<sup>rd</sup> Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep</p>	Public Comment Outcomes (5.1.2)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5<sup>th</sup> Street and Ezzard Charles Drive, including portions of the West End neighborhood, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or Western and Winchell avenues would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines. Furthermore, capping the highway would likely require the removal of I-75 connections with 5<sup>th</sup> Street, 6<sup>th</sup> Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street and would not be able to accommodate US-50, which is an important regional connection.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				I-75 is elevated above the surrounding land uses in the portions of the West End neighborhood that are north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.	
		B-165-2	02/26/2024 - Many years ago, I-75 decimated the West End, and to this day, the neighborhood has not recovered to the same vibrancy before the highway. This is the one chance we have to make a significant positive change for the West End neighborhood and the City as a whole. Our transportation networks don't have to come at a cost for the people in its immediate surroundings - it's possible that they can have a net positive effect overall. This type of project only happens once every 50 years, so if we don't do it correct this time, it's going to be a long time before we get another chance to do it right.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit on community cohesion in the West End neighborhood due to the incorporation of aesthetic enhancements, proposed noise barriers, and drainage improvements. Refined Alternative I (Concept I-W) will also build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to the West End neighborhood. Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined</p>	<p>Purpose and Need (2.)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p>	
		B-165-3	<p>02/26/2024 - Please cap the highway and built a local street network on top of it! The extra land would be absolutely monumental to Cincinnati and allow for major economic opportunity and City growth.</p>	<p>ODOT and KYTC have considered options for capping I-75 in Ohio, which is documented in the <a href="#">Public Involvement Summary</a>. Freeway caps were not found to be feasible due to issues related to traffic operations, safety, geometric design, accommodating local connections, and impacts to surrounding land uses.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several refinements to provide additional developable land. Refined Alternative I (Concept I-W) reconfigures the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati. ODOT has also committed to building an additional 50 feet of green space on each side of the Ezzard Charles Drive bridge over I-75 that could support potential future civic space or retail development by the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p> <p>Public Comment Outcomes (5.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-165-4	<p>02/26/2024 - The current changes to the interchange are fine, but there is still tons of room for improvement. I personally think that, in general, \$3.6B would be a lot more useful being put towards creating a transit network in the Greater Cincinnati area; it would allow for a ton of economic potential and movement of a lot more people than a highway ever could. Although this project is probably not going to be cancelled and money put elsewhere, I'd encourage the state and federal government to really think about where large infrastructure money and grants should be going. Having a rapid transit network would be a lot more impactful positively both economically and transportation-wise to the Greater Cincinnati area than an extra lane on a bridge.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington CBD neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>(Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-165-5	<p>02/26/2024 - More vehicle traffic being funneled through our City area, both on the highway and the surrounding street network, will negatively affect the health of everyone living in the City. There is clear evidence at this point in time that more vehicle traffic is correlated with negative outcomes in respiratory health, heart disease, stress, anxiety, mental health, and so much more. Knowing that these things are true, it's irresponsible for the state to continue building hostile infrastructure projects like highway expansions through urban areas, where there are tons of people breathing in more traffic-related pollutants than ever. And all for one extra lane of traffic, which can only realistically move around 1.5k more people per hour.</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less</p>	Air Quality (4.6)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Trains can do tenfold that and without drastically hurting the health of the communities living in its immediate surroundings.</p>	<p>when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-165-6	<p>02/26/2024 - I think there's definitely value in having a bridge that doesn't have 11 foot lanes and a lack of shoulders. I think there's good reason to expand the bridge to have proper lane widths and shoulders, but having a whole new twin bridge seems overkill overall, when modifying the current bridge would accomplish a similar goal and be a lot cheaper.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will rehabilitate and reconfigure the existing double-decker BSB to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. OKI's regional travel demand model also includes projected population and employment growth. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips</p>	<p>Project Descriptions (1.1)</p> <p>Purpose and Need (2.)</p> <p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				in the project area through the year 2049, with a few minor exceptions during peak travel periods.	
		B-165-7	02/26/2024 - Additionally, a photo-enforced 45 mph speed limit would essentially achieve the same safety benefits that adding shoulders and proper lane widths would.	The speed limits on I-71/I-75 and the collector-distributor roadways will be established in accordance with current laws and design standards and processes.	Design Criteria (3.4)
		B-165-8	02/26/2024 - Also, congestion pricing would also fix the rush hour traffic by diverting unnecessary traffic over to I-275 and encouraging people to adjust their travel hours, which would render most of the \$3.6B being spent on this project entirely unnecessary, so I feel like overall the entire project is somewhat of a waste of money, unless changes like capping the highway are being made.	<p>Congestion pricing is a form of tolling. Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p> <p>Previous study efforts related to tolling are posted on the "<a href="#">Documents</a>" page of the project website under the years 2013, 2014, and 2015.</p>	Funding (1.2.1)
<b>B-166</b>	Yount, Jeff	B-166-1	02/26/2024 - I was wanting to know if there will be a need to hire bridge inspectors for this project and where to go to apply for such positions.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a> . The " <a href="#">Work With Us</a> " page on the project website also contains links to resources for	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>businesses and individuals who want to work on the project.</p> <p>Construction inspection services for the Brent Spence Bridge Corridor Project have already been contracted out by ODOT and KYTC.</p>	
<b>B-167</b>	Boeckman, Carl	B-167-1	<p>02/26/2024 - The time to build the bridge is now! I attended the meeting at Longworth Hall, in Cincinnati, on February 21, 2024. The meeting started at 5:30 p.m. and I was one of the first persons to sign in. I did not speak at the meeting. I had attended the previous meeting that was held. At the Covington, KY Radisson Hotel last year. I am very interested in transportation issues. I am a lifetime member of the National Motorists Association. I am not representing that organization today. I have presented expert testimony before the Ohio Legislature.</p> <p>I am convinced that the transportation cabinets have given considerable thought to the environmental concerns of the project. The environmental plan may not be perfect or give the environmentalists everything that they have requested. It has been 20 years since this project was proposed. At some time, the project must proceed.</p> <p>I notice massive traffic congestion on the southbound lanes of I-71, in Ohio. This congestion starts at the bridge and extends back to Ezzard Charles Drive and beyond. There is congestion on the northbound lanes of I-75, in Kentucky, close to the bridge.</p> <p>Vehicles that are not moving create stagnate pollution. The new companion bridge would eliminate congestion.</p>	<p>The commenter's support for the Brent Spence Bridge (BSB) Corridor Project has been included in the project record.</p> <p>Certified traffic projections for the BSB Corridor Project were prepared according to the most current state and federal requirements, guidelines, and practices. The certified traffic projections were utilized to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, which concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-167-2	02/26/2024 - The bridge needs to remain toll free. Besides the fact that no one wants to pay a toll... tolls will entice drivers to avoid the bridge and seek out another bridge. The other bridges will suffer wear and there will be traffic congestion (and pollution) when the drivers are searching for other bridges.	The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include tolling.	Funding (1.2.1)
		B-167-3	<p>02/26/2024 - I am disappointed that the size of the bridge has been reduced by 65 feet.</p> <p>Motorists deserve a safe bridge. Some years ago, A driver ran out of gas on the bridge. He was struck by another vehicle and ended up being knocked over the bridge. Several years ago, a truck fire caused the bridge to be closed for several days.</p>	<p>The selected alternative described in the 2012 Environmental Assessment and Finding of No Significant Impact provided a new companion bridge that accommodated traffic traveling in opposite directions on the lower deck and separated on the upper deck. This traffic configuration required a center median with associated shoulders and center bridge supports. Refined Alternative I (Concept I-W) reconfigures how traffic will travel across the Ohio River. Traffic will travel in only one direction on each deck of the new companion bridge, which eliminates the need for a center median and center bridge supports. These refinements allowed the width of the new companion bridge to be reduced from 172 feet to 107 feet, substantially reducing the project footprint and costs. The new companion bridge will be designed in accordance with current design standards and processes.</p> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p>	<p>Additional Refinements (3.3)</p> <p>Design Criteria (3.4)</p> <p>Traffic (3.8)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-167-4	02/26/2024 - One suggestion would be to lessen the congestion that will be inevitably occur over the scope of this massive construction project. Please keep the motoring public informed through the media and ARTIMIS signs. Our local media outlets are very receptive to press releases.	<p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans, which will include the use of ARTIMIS signs and other variable electronic message boards.</p> <p>During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through social media, e-newsletters, local media, presentations to local groups, and virtual project updates.</p>	Construction Impacts (4.11)
		B-167-5	02/26/2024 - I appreciate all of the work that the transportation cabinets have performed. Let's build an aesthetically pleasing bridge.	KYTC, ODOT, and the project Aesthetics Committee are coordinating the design of the new companion bridge to ensure that it is an iconic, aesthetically pleasing structure. Once the final bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.	Visual Resources (4.9)
<b>B-168</b>	Anderson, Scott	B-168-1	02/26/2024 - As I am currently writing my dissertation (and future book) on the Black Brigade of Cincinnati's service in the Siege of Cincinnati during the Civil War, I was particularly intrigued by a recent vote of the City of Fort Wright to propose naming the new bridge "The Black Brigade of Cincinnati Bridge" (resolution: <a href="https://www.fortwright.com/Portals/fortwright/Documents/Res%2001-2024%20(2p).pdf?ver=2024-01-05-091938-410">https://www.fortwright.com/Portals/fortwright/Documents/Res%2001-2024%20(2p).pdf?ver=2024-01-05-091938-410</a> ). This naming proposal would recognize the enlistment of men whose very act of service	While the new companion bridge may be formally named, the process for naming the new bridge has not yet been established. KYTC and ODOT have established a Bi-State Management Team to focus on procurement, financing, and project communications, and the Bi-State Management Team will continue working together to deliver the Brent Spence Bridge Corridor Project.	Project History (1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>was intimately tied into the act of crossing the river, serving as a historical nod to both the state of Ohio and the commonwealth of Kentucky. It also would, along with the monument in Smale Riverfront Park, stand as a way to honor the "first formal organization of African Americans actually employed for military purposes in the North during the Civil War."</p> <p>I was unable to find if the proposal had been successfully transmitted or if any names at all were currently being considered for the new span. Do you know whether "The Black Brigade of Cincinnati Bridge" is under consideration? Any assistance you can provide would be greatly appreciated.</p>		
B-169	Flynn, Liz	B-169-1	02/27/2024 - I reside on the east side of Cincinnati. While recognizing traffic demand exceeds current capacity through the corridor in question, I have serious concerns about the project as proposed. First, the environmental impact study is already outdated at 10+ years in age and will be even more irrelevant by the time this project is completed almost as many years in the future.	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.	Introduction (1.)
		B-169-2	02/27/2024 - Second, any assessment of similar projects I have seen has only concluded that adding multiple lanes of traffic is akin to a band aid that eventually falls off and in the not	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			to distant future we will be contemplating yet another similar project.	<p>certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-169-3	02/27/2024 - Air quality in the Ohio Valley will only worsen with the additional traffic, hitting the neighborhoods nearest the highway hardest, which are likely to be in the lower socio-economic category and also likely battling other health conditions but also affecting all of us breathing the air.	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT)</p>	<p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p> <p>Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report</a> (August 2023). The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) will not have an adverse effect on air quality for environmental justice populations. A <a href="#">Socioeconomic Technical Report</a> (January 2024) was also prepared to assess the effects of Refined Alternative I (Concept I-W) on older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no effects on air quality for the socioeconomic populations and groups included in the analysis.</p>	
		B-169-4	<p>02/27/2024 - This approach is antiquated, backward thinking, lacking in creativity and inspiration, and does a disservice to our community. We should be looking for ways to building infrastructure to relieve local traffic via mass transit (light rail) and encouraging commuters to bike (e-bike incentives) that would benefit the health (physical and mental) of our residents and economies of both sides of</p>	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit would not meet the project purpose and need and are not</p>	<p>Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			the river by encouraging easier, safer and healthier transit.	<p>considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
<b>B-170</b>	Holman, Victor	B-170-1	02/28/2024 - How do I Become A Construction Worker On The Brence Spence Bridge Corridor Project U.S.Navy Pershing Gulf Veteran Victor Holman [REDACTED] Industrial Millwrights Bull Rigger 15 Years plus.	Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a> . You can also visit the Walsh Kokosing Design-Build Team website at	Economy and Employment (4.1.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p>	
B-171	Droganes, Sam	B-171-1	<p>02/29/2024 - I hope you will add my comments to the final NEPA decision. I recently received a card indicating I could email you so I am. I wish you would tell the decision makers to stop studying, overstudying, considering the impact on every bug that will be killed and every ounce of carbon that will hit the air and get the bridge built. I have watched this area for more than 40 years, be the best at studying bridges and worst at actually getting a bridge built. When I was in high school there was a federal grant to build three bridges across the Ohio, one in Maysville, one in Louisville and one in Covington. The only stipulation was that the bridge had to be built within 10 years or the money went away. What happened? Maysville started immediately, Louisville started a little later, but both cities got a new bridge basically paid for with federal funds. But Covington and Cincinnati squandered that money and opportunity, because in 10 years they could not agree on where to put a damn bridge.</p> <p>When the new or replacement for the Brent Spence first was seriously discussed it was less than a billion dollars. Now I understand it is beyond 3.5 billion. Meanwhile I read an article in The Economist about three years ago that Russia, a supposedly backward country, compared to our land of the free and home of the overregulated, the Russians built the longest bridge over water, at the time, in under four years and for about 1 billion USD.</p>	<p>The commenter's support for the Brent Spence Bridge Corridor Project has been included in the project record.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>How do these things make me feel as a former Northern Kentucky business owner, citizen, resident, Kentuckian and patriotic American? It makes me feel like the powers that be in this area are incompetent and too concerned with doing stupid things that cost money, rather than simply doing the work of getting the bridge built, which will benefit a giant swath of the community.</p> <p>I could go on but I hope you get the point. Build the bridge and stop talking about it. I will say two good things about the current project. One it is good and the way it should be, that the tolling idea was tossed out. And secondly they did pick the best option, to upgrade the current Brent Spence for I-71 and build the new one, for I-75. Now if it just gets built! Frankly I will believe it when I see it. Thank you for considering these thoughts.</p>		
B-172	Pierce, Steph	B-172-1	<p>03/01/2024 - I was hoping to get in contact with the persons(s) in charge of hiring vendors for the marketing/video/social media/pre/post-construction video work. I have reached out several times to the following e-mail: WalshKokosingBrentSpence@walshgroup.com</p> <p>Is there another contact e-mail or phone number that I can use to reach out?</p>	<p>Businesses and individuals interested in working on the project may reach out directly to the design-build team using the following email address: <a href="mailto:WalshKokosingBrentSpence@walshgroup.com">WalshKokosingBrentSpence@walshgroup.com</a>. You can also visit the Walsh Kokosing Design-Build Team website at <a href="https://walshkokosing.com/">https://walshkokosing.com/</a>. The "Work With Us" page on the project website also contains links to resources for businesses and individuals who want to work on the project.</p> <p>The project team followed up with the Walsh-Kokosing design-build team to make sure they had the commenter's information.</p>	Economy and Employment (4.1.6)
B-173	Meyer, John W.	B-173-1	<p>03/01/2024 - My wife and I live in a community called "The Views" in Covington ([REDACTED] Grays Peak) and we tried to sell our condo for the past 5 months without success. The feedback we are getting is that potential buyers</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) in accordance with its <i>Noise Analysis and Abatement Policy</i>. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky. In accordance with KYTC's noise policy,</p>	Noise - Kentucky (4.8.1)



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			are concerned over future increased noise with the combination of the current bridge and the companion bridge. I know some sound barriers are included in the project, but not all the way up the "cut in the hill" from the bridge to Kyles Lane. I would like the design team to reassess the noise issue on the Kentucky side of the bridge and add more sound barriers to protect our community and communities near us.	noise sensitive receptors within 500 feet of the project corridor were analyzed for noise impacts. The address provided by the commenter is approximately 3,000 feet west of I-71/I-75 and beyond the analysis area for the Brent Spence Bridge Corridor Project.	
B-174	Lentz, David	B-174-1	03/04/2024 - I am concerned and appalled that the Brent Spence replacement bridge will have not accommodation for rail transport. I am talking about passenger rail service not freight trains, which would be too heavy. Passenger rail trains are much lighter and can easily be built into the bridge structure. I am thinking about rail service out to the airport. This will be especially useful to people who have no car and the rest of us for that matter who would desire a fast convenient way to get to the airport. Please think of the future and provide a portion of the bridge dedicated to light rail service. It will save energy, reduce pollution and provide transportation to all Cincinnatians!	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the Brent Spence Bridge Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	Purpose and Need (2.)
B-175	Anonymous	B-175-1	03/04/2024 - While the bridge is necessary, Cincinnatians needs to reexamine its strategy. Instead of just increasing lanes, we should add dedicated public transportation lines as well as pedestrian and biking paths. This would lower	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative</p>	Purpose and Need (2.) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>the environmental impact as well as lower the transportation impact on the bridge.</p>	<p>concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit would not meet the project purpose and need and are not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	



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B-176	Anonymous	B-176-1	03/04/2024 - My understanding is that there will be 16 lanes of traffic, but no other method of crossing the bridge. I think it would be fantastic to have the light rail system extended to go over the bridge. In addition, a way to bicycle or walk.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the Brent Spence Bridge (BSB) Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>Pedestrian and bicycle accommodations will not be permitted on the new companion bridge or the existing BSB because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT have committed to evaluate reconfiguring the lanes on the Clay Wade Bailey Bridge to add bicycle lanes during the innovation process.</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p> <p>Public Comment Outcomes (5.1.2)</p>
		B-176-2	03/04/2024 - I am concerned about the toxic metals in the wastewater and would like to know how that will be mitigated. We have a	ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. In northern Kentucky,	Utilities (4.12.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>once in a lifetime opportunity to make this a bridge of the future: Clean, accessible, and safe.</p>	<p>transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p>	
B-177	Baker, Aubrey	B-177-1	<p>03/04/2024 - Trying to get information about my first cuz jumped off the Cincinnati bridge Saturday night around 10:00 pm trying to get some news about it. I live in Barboursville ky Thank you for your help.</p>	<p>The comment is not related to the Brent Spence Bridge Corridor Project, and no response, other than to document the comment as received, can be provided.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-178	Friedman, Jef	B-178-1	03/04/2024 - Can you please tell me when work is due to start on the Brent Spence bridge? Why is it taking so long? Thank you.	<p>Construction on Phase III of the Brent Spence Bridge Corridor Project (Dixie Highway in Kentucky to Linn Street in Ohio) is expected to begin in 2025 and be substantially complete by 2030. Construction on Phase II (Linn Street to Findlay Street in Ohio) is expected to begin in 2026 with completion in 2031. Construction of Phase I (Findlay Street to Marshall Avenue in Ohio) is expected to begin in 2029 and be completed in 2032. The construction timeframes are typical for large, complex urban interstate widening projects and for the construction of a new double decker companion bridge spanning the Ohio River.</p> <p>The project schedule is determined by a number of factors, including the need to obtain environmental approval for the project, the time needed for detailed design, and the availability of funding.</p>	Project Description (1.1)
B-179	Kugler, Kathy	B-179-1	03/05/2024 - I support making this bridge multimodal. No more 18 lanes.	<p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region.</p> <p>Pedestrian and bicycle accommodations will not be permitted on the new companion bridge or the existing Brent Spence Bridge (BSB) because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT have committed to evaluate reconfiguring the lanes on the Clay Wade Bailey Bridge to add bicycle lanes during the innovation process.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for</p>	Purpose and Need (2.) Future Design Refinements (3.7) Traffic (3.8) Travel Patterns and Access (4.1.4) Public Comment Outcomes (5.1.2)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-179-2	03/05/2024 - I support verification with science that this increase lanes will not increase water pollution, air pollution and climate no act worse poor neighborhoods in its patchy.	<p>The final portions of this comment were considered unclear, and no response, other than to document the comment as received, can be provided. Responses to the remaining portions of the comment are provided below.</p> <p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed</p>	<p>Ecological Resources (4.2)</p> <p>Air Quality (4.6)</p> <p>Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include updated ecological surveys, new and updated air quality studies, and new consideration of greenhouse gases and climate change.</p> <p>ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site</p>	Utilities (4.12.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p> <p>Finally, KYTC and ODOT have incorporated environmental commitments into the project that require the resident engineer and contractor to develop BMPs prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>. The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p>	
		B-179-3	03/05/2024 - Bridge Forward plan gives us a better way.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-179-4	03/05/2024 - Just increasing lanes is wrong.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p>	Purpose and Need (2.)
		B-179-5	03/05/2024 - Light rail is not the same as heavy freight. Please make the bridge light rail right now .	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are</p>	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				ready to support this when it is advanced at a regional level.	
		B-179-6	03/05/2024 - By using less lane and connecting the lane not used we can reinvigorate those neighborhoods destroyed by the past build.	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. All existing local street connections across I-71/I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits, such as reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor, and providing new and improved pedestrian and bicycle infrastructure will improve access in and between the neighborhoods in the project area.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	
		B-179-7	<p>03/05/2024 - We have a chance and responsibility to those affected who use it least. Poor folks with no car are getting health impairments. Older drivers having all those merges will be more at risk to have accidents or will stop using the bridge. Please make this a bridge for a healthy future not just a quick and costly fix to the current problem.</p>	<p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>A <a href="#">Socioeconomic Technical Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on these socioeconomic populations and groups:</p> <ul style="list-style-type: none"> <li>- No impacts to community resources; pedestrian, bicycle, and transit access and mobility; safety; air quality; stormwater; and workforce development;</li> <li>- No indirect impacts;</li> </ul>	<p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p> <p>Traffic (3.8)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<ul style="list-style-type: none"> <li>- No substantial noise impacts;</li> <li>- Minimal relocation and greenhouses gases and climate change impacts;</li> <li>- Minor vehicular access and mobility; visual setting; cumulative; and temporary construction impacts; and</li> <li>- Benefits due to mitigation and enhancements for parks and historic properties; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics and visual character; and direct and indirect workforce enhancements.</li> </ul> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p>	
B-180	Jahnke, Sherry	B-180-1	03/05/2024 - My husband and I have lived at [REDACTED] Rivard Drive in Fort Wright, KY for over 35 years. We lived through the nightmare of the changing of the cut of the hill-including the late night road work, noise, and the constant pounding of heavy machinery during the total revamping of the highway. That made the highway one lane closer to us, and destroyed our quiet park like setting. Then, years later we lived through the changing of the	KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Traffic Noise Assessment: Brent Spence Bridge Corridor Project Kentucky Southern Section (August 2023)</a> . As a result of that study, KYTC is proposing a noise barrier to reduce noise levels at the address provided by the commenter. The proposed noise barrier will be 20 feet in height and will help to provide some of the visual screening described by the commenter. During detailed design, and in accordance with the KYTC <i>Noise Analysis and</i>	Noise - Kentucky (4.8.1) Construction Impacts (4.11)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>interchanges in Northern KY. This added an access road, which put I-75 even closer to us. Now, the noise is impossible. A sound study was done years ago, and our house failed miserably-decibel levels were way above the norm. Now, finally we HAVE BEEN PROMISED A SOUND BARRIER! Unfortunately, it will be the last thing done during this project. If everyone is so concerned about the quality of life during this project, why can't something be done for the comfort and peace of the folks living through this? (for the third time) Can they possibly have the barrier installed earlier in the project? They will do the work at night to make it easier for commuters, but it is horrible for folks trying to sleep at night-beeping, digging, scraping, plus the bright work lights are not good for sleep. A sound barrier earlier would make this project a little more bearable.</p> <p>Also, we are concerned with the type of sound barrier we receive. We would like it as thick and tall as we can get. The reason for a tall barrier is due to the constant flashing of lights we have dealt with for years. We have businesses and highway lights across I-75 from us, and every time a northbound truck passes our home, the lights are blocked-for a few seconds-then they return. Our bedroom is like sleeping with a strobe light-we have room darkening blinds and curtains, but the flashing is still very noticeable, especially while the screening trees are bare-such as now. So, if we received a taller wall, maybe it would block more of the light. (and of course, whatever material is the best for sound blocking would be wonderful) We haven't been able to hold a normal conversation on our deck for years-it usually turns into a scream fest!</p>	<p><i>Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise barriers (benefitted receptors) at each location where they are proposed in Kentucky.</p> <p>Noise sensitive receptors will also be subjected to short-term, temporary noise impacts associated with the construction phase of Refined Alternative I (Concept I-W). Construction noise will generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. Depending on project circumstances, options are available to minimize temporary noise impacts. In addition, consideration of construction noise minimization and mitigation (as necessary) is required pursuant to Title 23 of the Code of Federal Regulations (CFR) section 772.19.</p> <p>During design development, in addition to evaluating parameters such as cost, schedule, access, traffic impacts, safety, risk, etc., the project team has committed to considering construction noise abatement in areas where noise sensitive receptors are present. This includes evaluating the possibility of building noise barriers earlier in the construction process. Other examples of design decisions that could address construction noise impacts include foundation type selection, installation methodology, storage and staging areas, phasing of work, maintenance of traffic, and incentives.</p> <p>During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			Thank you for your time. If we sound grumpy, I guess we are. We love our 95 year old home. But, we have been dealing with I-75 for too many years. We know the construction will be horrible, but we know it is needed. A sound barrier before all the massive construction would make our lives better. Either way, we will be VERY glad to have the sound/light barrier-if we live long enough to see it!		
<b>B-181</b>	Wendel, Richard	B-181-1	03/06/2024 - Please see attached letter from the Columbia Tusculum Community Council supporting the Bridge Forward plan for the Brent Spence Corridor.	<p>The comment references and includes a copy of a Columbia Tusculum Community Council letter dated February 19, 2024 that was directed to the Cincinnati City Council indicating support for concepts developed by Bridge Forward. Therefore, no response, other than to document the attachment as received, is provided.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the City of Cincinnati and Bridge Forward, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p>	Public Hearing (5.5)
<b>B-182</b>	Cohn, Carol	B-182-1	03/06/2024 - Increase from 8 to 16 lanes will only increase the volume of traffic and congestion on the bridge.	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-182-2	03/06/2024 - Please consider a light rail system.	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit</p>	Purpose and Need (2.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.	
		B-182-3	03/06/2024 - Low income and minority neighborhoods would be negatively impacted by the project as they already are impacted by sewer runoff.	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on environmental justice populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul>	Environmental Justice (4.1.7)
		B-182-4	03/06/2024 - Increase in traffic volume would increase air pollution and consequently increase the level of asthma which is already high in at-risk neighborhoods.	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios and documented the results in a</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><a href="#">Quantitative MSAT Analysis Report</a> (August 2023). The emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined Alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.	
		B-182-5	03/06/2024 - 90 acres of forest would be destroyed having a negative impact on fauna and flora in the area.	<p>Refined Alternative I (Concept I-W) will disturb or remove 90 acres of forested habitat. The definition for forested habitat includes a wide range of trees and shrubs, some as small as 3-inches in diameter, and it also includes dead trees that are still standing. A large portion of the forested habitat impacted by Refined Alternative I (Concept I-W) is located within the existing right-of-way, is near to the existing interstate, and is near or within highly developed urban areas.</p> <p>The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Measures incorporated into the project to minimize and mitigate impacts to threatened or endangered bat species will also minimize and mitigate impacts to terrestrial habitat. These include minimizing tree removal and mitigating habitat loss in Kentucky through a contribution to the Imperiled Bat Conservation Fund. The Imperiled Bat Conservation Fund will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts.</p>	Terrestrial Habitat (4.2.3)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-183	Steigerwald, Tim	B-183-1	<p>03/06/2024 - We have been monitoring the great work on the Brent Spence bridge and I-75 corridor improvements. It sounds like you are making great progress.</p> <p>Last week our team studied the details around our corporate office (we are at [REDACTED] Court St.), and our building fronts the right-of-way on the 9<sup>th</sup> St. ramp to I-75 north along Winchell Ave. We noticed sound barriers that appear to cover a good part of our building along that right-of-way. We would like to understand more about the proposed design at this location.</p> <p>Can you let Brian and me know who we could meet with to understand the design intent, and share our comments?</p>	<p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report (October 2023)</a>. The study found five noise barriers to be feasible and reasonable per ODOT's <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i> (ODOT noise policy), and ODOT is proposing noise barriers to mitigate noise impacts east of I-75 in the West End neighborhood. A short portion of the southernmost proposed noise barrier extends along the frontage of the property referenced by the commenter. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Inquiries about the project design can be directed to ODOT Brent Spence Bridge Corridor Project Manager: <a href="mailto:Tom.Arnold@dot.ohio.gov">Tom.Arnold@dot.ohio.gov</a>.</p>	Noise - Ohio (4.8.2)
B-184	Weidl, Gerhard (Garry)	B-184-1	<p>03/06/2024 - Stacee, nice to speak with you about the BSBC noise barriers. He's the email I submitted to the Covington Commissions on that subject and a potential pocket park.</p> <p>A). BSBC - Noise Barrier Gap</p> <p>I attended both Public Hearings for the BSBC &amp; was shocked to learn that there is a huge open gap, between Watkins &amp; Hinde Sts, in the planned western most noise barrier wall that will run along the Bullock/12<sup>th</sup> St. I-75 South entrance ramp on the right hand side just before Hinde St, along southeastern Lewisburg.</p> <p>*( See: Figure 8: Refined Alternative I (Concept I-W) - Sheet 4 of 8)</p> <p>This gap is at the bottom of a rising, megaphone shaped valley up the hills and then</p>	<p>KYTC evaluated noise for Refined Alternative I (Concept I-W) and documented the results for the portions of the corridor that include Watkins Street and Hinde Street in a <a href="#">Traffic Noise Impact Analysis: Brent Spence Bridge Corridor Project Kentucky – Northern Section (August 2023)</a> and a <a href="#">Noise Analysis Technical Memorandum Kentucky – Northern Section (November 2022)</a>.</p> <p>As a result of those studies, KYTC is proposing a noise barrier on the west side of I-71/I-75 from West 3<sup>rd</sup> Street to south of Hermes Avenue, which includes the area referenced by the commenter. The noise barrier in this area consists of several stand-alone noise walls. The proposed noise walls are located immediately adjacent to I-71/I-75 in the vicinity of Watkins Street and at the top of the slope west of the interstate in the vicinity of Hermes Avenue. The placement of the stand-alone noise walls was determined based on a barrier analysis and was determined to provide the greatest noise reduction in this</p>	Noise - Kentucky (4.8.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>bounded by Hermes Ave (on the West), Watkins St (on the North) &amp; Hinde St (what's left of it on the South) which severely amplifies the traffic noise to those 27 back yards, porches &amp; homes as well as those up to Pike St and beyond to the West. I know this, since I have lived at 1240 Hermes Ave since before I-75 was built. This noise has been a problem since I-75 went in 65 yrs ago &amp; has increased as the highway has further encroached on this valley &amp; Lewisburg.</p> <p>Unfortunately also, several years ago a new owner, Gabe Holdings LLC, purchased the 3/4 acre property at 617 Hinde St and suddenly clear cut the entire mature Forest constituting much of the hillside &amp; bottomland of this valley without any permission, allowing the trees to just rot on the ground with only a small fine if any, I believe. This of course has only resulted in increased highway noise along with aesthetic loss &amp; desolation you can still see, even from the Bullock I-75 South entrance ramp.</p> <p>It's about time action is being taken to deal with the noise barriers &amp; I believe it's essential there be a "gap free" solid barrier whether earthen, transparent, solid wall or any combination thereof to help minimize this problem. Planners point out there is a second noise wall east of the Bullock entrance ramp as well, but I believe it alone is inadequate by itself, since it ends so close to the huge open gap, the noise also coming from the northbound traffic, those trucks heavily accelerating to get up the hill &amp; from noise in the cut in the hill in general, which may all reflect off the walls as planned &amp; migrate to this planned huge open gap &amp; up the valley as it currently does &amp; has for 60+ yrs...helping to destroy a neighborhood all along.</p>	<p>noise sensitive area. The proposed noise barrier was found to be feasible and reasonable when situated in the existing topography.</p> <p>During detailed design, and in accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed in Kentucky. KYTC will further evaluate the space between the stand alone noise walls in the area referenced by the commenter during detailed design and the noise public involvement process.</p> <p>Comments regarding tree removal by private landowners are unrelated to the Brent Spence Bridge Corridor Project; therefore, no response, other than to document the comment as received, can be provided.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Please help by supporting the need for a continuous gap free wall with the KYTC. I've also made this request in writing in the comments drop boxes at the public meetings as well. Ideally, I believe the western most noise barrier should be continuous from Bullock &amp; 12<sup>th</sup> Sts to the cut in the hill.</p> <p>PS: * To Find Fig.8...4/8: 1) go to - "public input.com/BSBC" 2) - Documents: Supplemental Environmental Assessment - Part 1.pdf. 3) TABLE OF CONTENTS 4) LIST OF FIGURES 5) Figure 1: BSB Corridor Project Overview 6). Scroll to: - Figure 8: Refined Alternative I (Concept I-W) - Sheet 4 of 8.</p>		
		B-184-2	<p>03/06/2024 - B). POCKET PARK Proposal - please consider the valley area discussed above, bounded by Hermes Ave (on west), Watkins &amp; Hinde Sts (on north &amp; south) &amp; affected by the BSBC project, as an area for either a reforested park area with a hiking trail, picnicking, playground, soccer/ball field, etc...please consider:</p> <ul style="list-style-type: none"> <li>- there are 3 or 4 property owners that might possibly be persuaded to sell/donate a significant portion of their property; if 4 agreed @ 1 acre available) - composed of hillsides &amp; bottomland) most of which was taken care of &amp; mowed before &amp; after I-75 went through - but eventually as I75 noise continued to increased...the result became trees, bushes, etc....3 owner @ 0.9 acre , 1 @ 0.6 acre (617 Hinde St), 3 at 607,609 &amp; 615 Watkins St @ 0.35 acre .</li> <li>- perhaps Covington could leverage funding, soil, etc, et al ...that might be needed to build out a potential pocket park in Lewisburg to help</li> </ul>	<p>Refined Alternative I (Concept I-W) will not impact the area referenced in the comment. The comment was directed to the City of Covington, which is responsible for developing and maintaining public parks in the Lewisburg area. Therefore, no response, other than to document the comment as received, can be provided.</p>	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>replace the 0.6 acre loss at Goeble &amp; mitigate the impact on Lewisburg residents &amp; children over the decades &amp; going forward.</p> <p>1) Lewisburg &amp; other neighborhoods on west side had ball fields: 3 at Goeble; 1 at Covington Park (with stands &amp; roofing @ 9<sup>th</sup> &amp; Bullock?); 1 at Watkins &amp; Bullock; 1 at Goldenrod (Bullock below cut in the hill)</p> <p>2) now have none!</p> <p>3) BSBC - Goeble Park loses 0.6 acres; Lewisburg Pocket Park - @ 0.4-1.0 acre potential?</p> <p>4) Valley bounded by Hermes Ave , Watkins &amp; Hinde Sts. For potential pocket park.</p> <p>5) Existing Right Of Ways ROW - apparent for an Alley from Hinde St - south to north to 627 &amp; 629 Watkins St ; Roadway(?) - Hinde St - (east end turns &amp; runs from south to north to 611,613 &amp; 615 Watkins St.).</p>		
B-185	Anonymous	B-185-1	<p>03/06/2024 - Dear ODOT, I am writing to request that you produce an environmental impact statement for the Brent Spence Project.</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined</p>	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	
		B-185-2	03/06/2024 - As a 22-year-old Cincinnati resident who has been paying taxes for the past 4 years, I deserve to have my voice heard.	KYTC, ODOT, and FHWA will consider all comments received during the public comment period prior to FHWA making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-185-3	03/06/2024 - I did not even know that this project was going on until my professor at the University of Cincinnati brought this up in class. I am disappointed by this epistemic injustice. This information has been gatekept from young people which doesn't seem fair as we will have to deal with this bridge for the rest of our lives and our generation cares about this planet.	<p>KYTC and ODOT have conducted extensive public involvement during the development of the Brent Spence Bridge (BSB) Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted environmental justice/neighborhood outreach meetings; and holding 2 open-house style project update meetings.</p> <p>Members of the public were also provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the greater Cincinnati/Northern Kentucky area.</p>	Public Involvement and Agency Coordination (5.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC and ODOT have evaluated and responded to all comments received during the project's development. The design of Refined Alternative I (Concept I-W) has been refined in several locations in direct response to public comments.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	
		B-185-4	<p>03/06/2024 - This decision will tear neighborhoods apart. Are we going to repeat the historic harms of the past?</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements further benefit surrounding communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) results in a minor contribution to cumulative business displacements; stormwater runoff; and loss of parkland, wetlands, streams, and threatened and endangered species habitat. Based on the evaluation of direct impacts contained in the supplemental EA, Refined Alternative I (Concept I-W) will improve community cohesion, improve traffic flow and safety for all modes of travel, provide additional economic opportunities, improve air quality, abate noise, improve aesthetics, and reduce flooding and storm sewer overflows, which will offset negative cumulative effects resulting from Refined Alternative I (Concept I-W). Therefore, when considered with other past, present, and reasonably foreseeable projects, Refined Alternative I</p>	<p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				(Concept I-W) is expected to result in a minor contribution to cumulative impacts.	
		B-185-5	03/06/2024 - Flowers are blooming in Antarctica, the ocean is the hottest it's ever been, and flowers started blooming in February. We don't have the time to wait, we don't have the time to be complicit, we want an inhabitable Earth in the next 30 years.	The intent of the comment as it pertains to the BSB Corridor Project was considered unclear, and no response, other than to document the comment as received, can be provided.	N/A
B-186	Anonymous	B-186-1	03/06/2024 - We should be considering the environmental impact on all residents.	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The supplemental EA evaluates the project's potential direct, indirect, and cumulative effects on all residents within the project area, including, but not limited to, minorities, low-income individuals, older adults, individuals with limited English proficiency, zero-car households, adults with disabilities, and children.</p>	Introduction (1.)
		B-186-2	03/06/2024 - Increasing the amount of vehicles will only increase exhaust and noise pollution. There should be no semi engine braking aloud. Sound barriers are essential.	Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for	Air Quality (4.6) Noise (4.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT also conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios using the U.S. Environmental Protection Agency's (USEPA's) MOTO Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. The results are documented in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>, which concluded that emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build scenario. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios using MOVES and travel demand models for the project's approved certified traffic. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the Brent Spence Bridge (BSB) Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p> <p>KYTC has reviewed the legalities associated with the competing perspectives of safety and noise for engine compression brakes, or "jake brakes." This review revealed that "jake brakes" are authorized to be on vehicles as long as the braking system complies with both state and federal laws pertaining to noise standards. It has been determined that KYTC does not have the legal authority to restrict the use of "jake brakes" as a safety device on commercial vehicles. Likewise, according to an opinion issued by the Ohio Office of the Attorney General, local regulations restricting the use of engine brakes to control noise for motor carriers engaged in interstate commerce "may be inconsistent with federal law, and thus preempted and unenforceable." For this reason, ODOT will not install NO ENGINE BRAKE signs on the mainline and ramps of interstate routes.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-186-3	03/06/2024 - Prioritize river cities and their ease of travel. Many of us live and work in a small radius but still need transportation to get around.	It is unclear how this comment pertains to the BSB Corridor Project; therefore, no response, other than to document the comment as received, can be provided.	N/A
		B-186-4	03/06/2024 - Be considerate when building, be fast, and make it a beautiful bridge, we can do better than the Brent Spence.	<p>During construction, the area surrounding the I-71/I-75 corridor will be temporarily impacted by increased traffic on local roads, reduced access, and detours due to construction activities. These impacts are anticipated to some extent for all modes of transportation, including vehicular, pedestrian, bicycle, and transit.</p> <p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control.</p> <p>During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through social media, e-newsletters, local media, presentations to local groups, and virtual project updates.</p>	Visual Resources (4.9) Construction Impacts (4.11)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>KYTC, ODOT, and the project Aesthetics Committee are coordinating the design of the new companion bridge to ensure that it is an iconic, aesthetically pleasing structure. Once the final bridge type is determined, the project Aesthetics Committee will be engaged to provide feedback on the aesthetic elements of the new companion bridge and the existing BSB.</p>	
		B-186-5	<p>03/06/2024 - Also require the railroad to fix up and paint their bridge along with the elevated connectors in the city.</p>	<p>The maintenance and repair of bridges carrying railroads within the project limits is the responsibility of the railroad owners. Therefore, the BSB Corridor Project does not include painting or repair of any railroad bridges. Paint conditions of bridges that are maintained by KYTC or ODOT will be improved as part of the project.</p>	<p>Railroads (4.12.2)</p>
		B-186-6	<p>03/06/2024 - Also, it would be beneficial to covington, and cincinnati to have exit that quickly access gas stations/convenience store and easily get back on the road. This may help gain some type of revenue from the increased vehicle traffic, more sales taxes collected = more services provided for that city's residents.</p>	<p>Refined Alternative I (Concept I-W) will add a collector-distributor roadway system to connect interstate traffic to and from the local street network. Vehicles will exit from the interstate to the collector-distributor roadway system to access commercial establishments on local streets and will reenter the interstate via the collector-distributor roadway system.</p> <p>Refined Alternative I (Concept I-W) is expected to result in net economic and employment benefits due to minimal effects on revenues from property taxes or property owner income from rental properties; no expected impacts on property values or the attractiveness of rental properties; net benefits to workforce development and employment; and improved infrastructure to support national freight movement. The construction of Refined Alternative I (Concept I-W) is expected to result in temporary increases in employment due to construction job creation. Temporary economic benefits are also anticipated due to increased sale of construction supplies, materials, equipment, and fuel from local and regional sources and increased revenue for businesses providing services to construction crews.</p>	<p>Economy and Employment (4.1.6) Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
B-187	Keck, Yana	B-187-1	03/07/2024 – Just curious as to why there will be so many lanes? Are they really needed?	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Project population and employment growth are also incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)
		B-187-2	03/07/2024 - Will there be separate bus and/or truck lanes (for safety)?	<p>Refined Alternative I (Concept I-W) does not include dedicated lanes for buses. The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide</p>	Traffic (3.8) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>Refined Alternative I (Concept I-W) also does not include dedicated lanes for trucks. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>, which considers roadway speeds and the number of trucks traveling on the interstate system. The safety analysis concluded that Refined Alternative I (Concept I-W) will reduce crashes on the existing BSB, the I-71/I-75 mainline in Kentucky, the I-75 mainline in Ohio, and locations of notable changes incorporated into Refined Alternative I (Concept I-W).</p>	
B-188	Lurk, Dylan	B-188-1	03/08/2024 - I am writing to express my disapproval of the draft SEA for the Brent Spence Bridge Corridor Project. I do not feel this project adequately abates the impacts to the local communities that host this project.	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of	Introduction (1.) Social and Economic Resources (4.1) Environmental Commitments (Section 6. and ES-Table II)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The supplemental EA evaluates the project's potential direct, indirect, and cumulative effects on all residents within the project area, including, but not limited to, surrounding neighborhoods, minorities, low-income individuals, older adults, individuals with limited English proficiency, zero-car households, adults with disabilities, and children. In addition, environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p>	
		B-188-2	<p>03/08/2024 - Specifically: 1. On the Ohio side, there have been no accommodations to mitigate the noise and pollution impacts to residents of downtown, specifically in the Historic West 4<sup>th</sup> St District. Please take steps to shield downtown residents from noise and pollution.</p>	<p>ODOT evaluated noise for Refined Alternative I (Concept I-W) and documented the results in a <a href="#">Noise Analysis Report</a> (October 2023). The Ohio analysis identified noise impacts at an apartment building, which is in the same block of 4<sup>th</sup> Street that was referenced by the commenter. Noise barriers were evaluated for the apartment building but were not found to be feasible or reasonable per ODOT's noise policy. Noise impacts were identified for this apartment building because the sound levels in both the existing (2029) condition and the proposed (2049) conditions exceed noise abatement criteria established by FHWA. Although noise levels are higher than established noise abatement criteria for both the existing and proposed conditions, Refined Alternative I (Concept I-W) will only increase noise levels in this area by a maximum of 1.3 decibels. According to ODOT's noise policy, the average person cannot detect an increase or decrease in sound pressure level of less than 3 decibels. Therefore, while noise mitigation is not proposed in the area referenced by the commenter, Refined Alternative I (Concept I-W) is not anticipated to create a perceptible increase in noise levels in this area.</p>	<p>Noise – Ohio (4.8.2) Air Quality (4.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone.</p> <p>KYTC and ODOT also conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. The results are documented in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>, which concluded that the emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build scenario. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios using MOVES and travel demand models for the project's approved certified traffic. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-188-3	03/08/2024 - 2. Moreover, I believe the design does not adequately slow vehicles entering/exiting the downtown street grid as they transition to/from the interstate or local expressways. Please implement design features to ensure traffic has been slowed prior to entering the street grid and does not accelerate until they have departed the downtown street grid.	During detailed design of Phase III of the Brent Spence Bridge (BSB) Corridor Project, the final geometry and design speeds of the collector-distributor roadways will be established in accordance with ODOT, KYTC, and FHWA requirements and procedures. Ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching the local street system.	Design Criteria (3.4) Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. One of the design-build contract objectives that will be considered during the evaluation of innovation concepts includes building the project with a context sensitive design that fits within the community. Consistent with that objective, the design of the ramps between the collector-distributor system and the local street network will be further evaluated during the innovation period to develop designs that promote traffic calming and lower speeds as vehicles enter the urban core and connect to the local street network.</p>	
		B-188-4	<p>03/08/2024 - 3. What still remains unclear to me is how there is a need to increase the capacity from a current 8 lane capacity to a combined 16 lanes of capacity between the new bridge and the collector-distributor. When traffic counts have been declining for years, I do not see why there is a need to increase capacity at all. But to double the lanes crossing the river is absolutely excessive and a gross overreach of tax payer dollars. 6 lanes of collector-distributor crossing the river is wildly excessive. The user count on the CD over the river will be sparsely used at best.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals,</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-188-5	03/08/2024 - I am concerned this will be a drain of maintenance funds as well as result in excessive speeding and other risky maneuvers by drivers.	<p>KYTC and ODOT will be responsible for maintaining the project after work is completed. Maintenance will be part of ODOT's and KYTC's normal operating procedures, and funding will be set aside as part of each state's budgetary process. In addition, ODOT and KYTC have established <i>Transportation Asset Management Plans</i> that describe how each state manages its assets. The maintenance of the BSB Corridor Project will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p> <p>The design of Refined Alternative I (Concept I-W) was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i> and the</p>	<p>Funding (1.2.1) Design Criteria (3.4) Traffic (3.8) Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>ODOT <i>Location and Design Manual</i>. The speed limits on I-71/I-75 and the collector-distributor roadways will be established in accordance with current laws and design standards and processes.</p> <p>Refined Alternative I (Concept I-W) will improve safety on the roadways in the project area by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as standard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>.</p>	
		B-188-6	<p>03/08/2024 - Please adequately abate these concerns with a reduction in lanes or fully close the Clay-Wade-Baily bridge to vehicle traffic, converting it fully to pedestrian and bike users. Then, all Clay-Wade-Baily vehicles will use the CD to maneuver between Cincinnati and Covington.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The <a href="#">Interchange Modification Study Addendum</a> concluded that the number of lanes included in Refined Alternative I (Concept I-W) is necessary to meet the project purpose and need.</p> <p>Closing the Clay Wade Bailey Bridge to vehicular traffic would not support the project purpose and need. The Clay Wade Bailey Bridge services as a key local connector between the cities of Covington and Cincinnati. It also supports the resilience of the local and regional transportation network by providing additional options for crossing the Ohio River. Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comment Outcomes (5.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. KYTC and ODOT have committed to evaluate reconfiguring the lanes on the Clay Wade Bailey Bridge to add bicycle lanes during the innovation process.</p>	
		B-188-7	<p>03/08/2024 - 4. Please work to reduce the curviness of the ramp network between 71, 75, 50, and all contributing ramps on the Ohio side. At present, there is still a lot of wasted space being allocated to accommodate the curves which causes the width of the right of way to be unnecessarily increased. Please reduce this to be as small as possible by straightening the alignment.</p>	<p>The design of Refined Alternative I (Concept I-W), including the layout of the ramp network in downtown Cincinnati, was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i> and the ODOT <i>Location and Design Manual</i>. KYTC and ODOT have worked to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts during the project's Phase III progressive design-build contract include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	<p>Design Criteria (3.4) Future Design Refinements (3.7)</p>
		B-188-8	<p>03/08/2024 - 5. On the Kentucky side, there is a net loss of land in Gobel Park. This is a treasured and unique community asset. Moreover, the highway is expanding closer into the park which will contribute noise and detract</p>	<p>Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way, including 360 feet of walking trails, two basketball courts, and associated resources from the Goebel Park Complex. KYTC has worked with the City of Covington to develop mitigation measures for</p>	<p>Goebel Park Complex (4.13.3)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>from the visual aesthetics of the park. Please fully conceal visually and audibly all indications of the highway from Gobel Park. Imagine creating so incompatible with surrounding land uses that a giant wall with marginal impact at best has been created.</p>	<p>unavoidable impacts to the Goebel Park Complex. Impacts will be mitigated through the provision of 2.23 acres of replacement land; reconstruction of the walking trail within the complex; and a financial commitment from KYTC for the development of a new Goebel Park Complex Master Plan, replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park, and a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park.</p> <p>Proposed noise/visual screening barriers will provide enhanced noise reduction and improve the viewshed in the Goebel Park Complex due to the incorporation of aesthetic treatments on the barriers. During detailed design, KYTC has committed to coordinating the composition of the barriers with the City of Covington to determine where transparent noise barriers would be beneficial to preserve views of Goebel Park from the highway, particularly the Clock Tower located in the center of the park. In addition, the separation of interstate runoff from the combined sewer system will reduce flooding and combined sewer overflows in the complex.</p>	
		B-188-9	<p>03/08/2024 - 6. At best, I support the Bridge Forward vision and request that their vision and design be implemented to the fullest extent possible, including the goals of providing minimized connection distances across the interstate at all points, increase the connection points, for pedestrians and bikers across the interstate, and improve the quality of life of the host neighborhoods.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need and maintains or improves existing local connections. In addition, features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward. These include minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) include reconfiguring the river crossing to use the existing BSB for local traffic as part of the collector-distributor roadway system and a new double-decker companion bridge to the west for through (interstate) traffic. In addition, performance-based design</p>	<p>Purpose and Need (2.)  Alternatives (3.)  Future Design Refinements (3.7)  Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>principles have been incorporated into the design of Refined Alternative I (Concept I-W), substantially reducing the project's footprint and associated impacts. Multimodal facilities have been incorporated into Refined Alternative I (Concept I-W), and KYTC and ODOT are continuing to coordinate the project with the cities of Cincinnati and Covington to address local concerns while further reducing the highway's footprint and impacts to the communities in the project area. Finally, Refined Alternative I (Concept I-W) reconfigures the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or public use directly adjacent to the Cincinnati Central Business District.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-188-10	<p>03/08/2024 - 7. Finally, I request a full Environmental Impact Study be conducted due to the supplemental EIS not adequately abating the concerns of the local communities that host this interstate and the ensuing 8 years of construction.</p>	<p>The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and</p>	<p>Introduction (1.) Social and Economic Resources (4.1) Construction Impacts (4.11) Environmental Commitments (Section 6. and ES-Table II)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>federal requirements. The supplemental EA evaluates the project's potential direct, indirect, and cumulative effects on all residents within the project area, including during construction. In addition, environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
		B-188-11	03/08/2024 - P.S. Why is the comment field on this form only 3 lines long? This is purposefully discouraging meaningful, thoughtful comments from the public.	It is unclear what comment field is being referenced by the commenter. The format utilized to submit this specific comment allowed for an unlimited number of characters, as did all platforms for submitting electronic comments. Printed comment forms provided greater than three lines for comments and prominently featured the following statement: "Please attach additional pages if needed."	N/A
B-189	Nightingale, Jeanne	B-189-1	03/08/2024 - I have reviewed your study of environmental impacts, and I would like to make a suggestion to minimize further impacts on air and water quality, native habitat, safe stormwater runoff, aesthetic quality of bridge footprint, plus environmental justice concerns.	Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities, including environmental justice communities. These include measures to mitigate temporary air quality impacts during construction, protect water quality, and mitigate for the removal of habitat for federally and state threatened or endangered species. Enhancements incorporated into the project include the separation of all interstate stormwater runoff in the project area from existing combined sewer systems and the incorporation of aesthetic treatments throughout the	Environmental Commitments (Section 6. and ES-Table II)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>corridor. A complete list of the mitigation and enhancement measures incorporated into Refined Alternative I (Concept I-W) is provided in the supplemental Environmental Assessment.</p>	
		B-189-2	<p>03/08/2024 - From reading your assessment of environmental impacts, it is the view of many of us that your are not sufficiently addressing the consequences of global climate change which will have dire impacts in the near future.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The</p>	<p>Greenhouse Gases and Climate Change (4.7)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i> .	
		B-189-3	<p>03/08/2024 - We recommend considering the use of Grassed Swales as a landscape feature along the built sites of the bridge. These dedicated green areas will be used instead of dense urban re development which will only add to adverse environmental and health impacts through heat-island effects. Grassy swales consists of green infrastructure used commonly along public roadways and bridge intersections as a low cost remedy that produces maximal results.</p> <p><a href="https://lakesuperiorstreams.org/stormwater/toolkit/swales.html">https://lakesuperiorstreams.org/stormwater/toolkit/swales.html</a> A grassed swale is a graded and engineered landscape feature appearing as a linear, shallow, open channel with trapezoidal or parabolic shape. The swale is vegetated with flood tolerant, erosion resistant plants. - Function as a linear wetlands - Reduce peak flows and runoff velocity and promote infiltration. - Reduce erosion. - Are easy to design. Can be built in relatively impervious soils or in seasonally saturated soils or intersecting water table - Trap and remove sediments and other pollutants with increased efficiency and thus improve water quality. - Create visually appealing and beneficial habitat between uplands and surface waters - Are less expensive to build and maintain than a traditional curb and gutter system - Provide effective pretreatment of stormwater passing through for further processing by additional stormwater management practices. The design of grassed swales promotes the conveyance of storm water at a slower, controlled rate and acts as a filter medium removing pollutants and allowing stormwater infiltration. When properly</p>	<p>The drainage infrastructure for the Brent Spence Bridge (BSB) Corridor Project will be designed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i> and the ODOT <i>Location and Design Manual</i>. ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, providing vegetative swales in the BSB corridor in Ohio would require additional impacts to surrounding properties. Therefore, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the</p>	<p>Design Criteria (3.4) Utilities (4.12.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>designed to accommodate a predetermined storm event volume, a grassed swale results in a significant improvement over the traditional drainage ditch in both slowing and cleaning of water. In swales, stormwater is slowed by strategic placement of check-dams [ 446 KB pdf file], new window] that encourage ponding and these ponds in turn facilitates water quality improvements through infiltration, filtration and sedimentary deposition. Collected stormwater is expected to drain away through the soil within several hours or days.</p>	<p>offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p> <p>Finally, KYTC and ODOT have incorporated environmental commitments into the project that require the resident engineer and contractor to develop BMPs prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period.</p>	
		B-189-4	<p>03/08/2024 - We further recommend – with an eye on the lifetime of the bridge and given the prospect of fewer private automobiles – providing a dedicated lane on the bridge for public transport.</p>	<p>Refined Alternative I (Concept I-W) does not include dedicated lanes for buses. The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	Travel Patterns and Access (4.1.4)
B-190	Meyer, David	B-190-1	<p>03/08/2024 - The traffic projections are showing a predicted 40% increase in traffic out to 2050. With the recent data suggesting that traffic is decreasing, the projections should probably be revisited. Even if they aren't revisited, the project seems to be doubling (or</p>	<p>Existing and historic traffic counts for the Brent Spence Bridge (BSB) were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>more) lanes for a 40% traffic increase. This seems like a gross overdesign in an urban area where the impacts to overdesign are severe. Please reduce the number of lanes. The great thing is, doing so will reduce the cost.</p>	<p>factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 Environmental Assessment estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
B-191	Koenig, Eric	B-191-1	<p>03/08/2024 - If we could we should tear this highway out and divert the traffic around the city basin. This roadway's original construction destroyed communities, it continues to be a source of immense pollution contributing to the city's ozone issues in warm months, these pollutants are concentrated in areas where the most impoverished and susceptible populations to asthma in our city reside.</p>	<p>The project's purpose and need includes improving traffic flow and levels of service, improving safety, and correcting geometric deficiencies. Under the existing conditions, there are not enough lanes on I-71/I-75 to serve all the traffic attempting to travel through the corridor. As a result, the area serves as a bottleneck that constrains the number of vehicles that can pass through during peak periods, resulting in slowed traffic and backups across the Brent Spence Bridge (BSB). Traffic data for the project was developed using the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments regional travel-demand model, which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. The regional travel demand model indicates about 70 percent of the traffic in the BSB corridor has origins and destinations north of the I-71/I-75 split in Kentucky and south of I-275 in Ohio. Alternatives that remove the highway and divert all traffic would not address congestion for the high proportion of local traffic utilizing the BSB corridor.</p> <p>The BSB corridor is a major route for regional and local mobility. Regionally, the BSB carries both I-71 and I-75 traffic over the Ohio River and connects to I-74, I-275, and US-50. The BSB corridor also facilitates local travel by providing access to Covington in Kentucky and downtown Cincinnati in Ohio. Alternatives that remove the highway would divert traffic away from, rather than maintain, connections to key regional and national transportation corridors.</p>	Purpose and Need (2.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Given the above, diverting traffic would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p>	
		B-191-2	<p>03/08/2024 - If we cannot tear this roadway out and restore our city, we need to minimize its food print and its affects on those living near it. This includes caps/tunnels and sound walls to minimize sound and particulate pollution.</p>	<p>Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>In addition, KYTC and ODOT have worked to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p>	<p>Purpose and Need (2.)            Additional Refinements (3.3)            Future Design Refinements (3.7)            Air Quality (4.6)            Noise (4.8)            Public Comment Outcomes (5.1.2)            Environmental Commitments (Section 6. and ES-Table II)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>ODOT and KYTC have considered options for capping I-75 in Ohio, which is documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Freeway caps were not found to be feasible due to issues related to traffic operations, safety, geometric design, accommodating local connections, and impacts to surrounding land uses.</p> <p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the BSB Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>screening/shielding/barriers, scheduling of work, education of staff, and the development and implementation of the project's communication plan.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5. To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
B-192	Park, Robert	B-192-1	<p>03/08/2024 - There are four foundational concerns regarding the proposed designs for the BSB project: 1. Excessive capacity: 16 lanes represent a 100% increase; 12 lanes (50% increase) would be appropriate for any reasonably projected capacity need.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected population and employment growth are also incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-192-2	03/08/2024 - 2. No allowance for public transit lanes: bus rapid transit (BRT) or light-weight commuter rail (NOT freight rail).	<p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither bus rapid transit nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>Refined Alternative I (Concept I-W) does not include dedicated lanes for buses. The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment (EA). Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths,</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				and bicycle lanes will enhance connections to existing bus stops.	
		B-192-3	03/08/2024 - 3. No consideration of one-way bridge traffic, for example make the old bridge one-way going north and the new bridge one-way going south (together with two north/south transit lanes).	<p>The alternatives analysis completed during the development of the 2012 EA and Finding of No Significant Impact (FONSI) for the BSB Corridor Project considered 25 configurations for moving traffic across the Ohio River, including the no-build condition. The alternatives evaluation concluded that there is not sufficient capacity on the existing BSB to accommodate all northbound or southbound traffic in the corridor. The alternatives evaluation for the BSB Corridor Project was documented in the 2012 EA and remains applicable to the project. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.</p> <p>The concept of accommodating all northbound traffic on one bridge and all southbound traffic on the other bridge was considered during a performance-based design workshop held in December 2019. However, the concept was not investigated further due to concerns that the existing BSB could not accommodate the necessary traffic volumes while still addressing geometric deficiencies such as the lack of shoulders on the existing bridge.</p> <p>The selected alternative described in the 2012 EA/FONSI provided a new companion bridge that accommodated traffic traveling in opposite directions on the lower deck and separated on the upper deck. This traffic configuration required a center median with associated shoulders and center bridge supports. Refined Alternative I (Concept I-W) reconfigures how traffic will travel across the Ohio River. Traffic will travel in only one direction on each deck of the new companion bridge, which eliminates the need for a center median and center bridge supports. These refinements allowed the width of the new companion bridge to be reduced from 172 feet to 107 feet, substantially reducing the project footprint and costs.</p>	Project History (1.2) Additional Refinements (3.3)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Although Refined Alternative I (Concept I-W) does not include dedicated lanes for buses, the project is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.	
		B-192-4	03/08/2024 - 4. Unlike for Covington, there has been no commitment to include a trunk stormwater line along the I-75 corridor which would permit very significant opportunities for stormwater management, including sewer separation. At present for large areas of the city approaching the Ohio River there is almost no infrastructure that conveys stormwater uncontaminated with sanitary sewerage to natural waterways as opposed to sewer treatment facilities.	ODOT and the Metropolitan Sewer District of Greater Cincinnati (MSD) have held multiple coordination meetings to discuss drainage design for the BSB Corridor project. The stormwater system along the BSB corridor in Ohio will be completely replaced, and the new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with MSD to build infrastructure to drain directly to Mill Creek and/or the Ohio River.	Utilities (4.12.1)
		B-192-5	03/08/2024 - At an earlier BSB open house, when asked about the one-way option, one of the lead design officials claimed that the old bridge with 4 lanes on each deck could not be feasibly integrated into the design if one-way. Well, now the design there calls for 3 lanes on each deck. A twelve-lane design with a one-way configuration would greatly simplify the ramp design, at lower cost, with smaller project foot-print, yet was never considered in any of the many design options reviewed.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The <a href="#">Interchange Modification Study Addendum</a> concluded that the number of lanes included in Refined Alternative I (Concept I-W) is necessary to meet the project purpose and need.  The concept of accommodating all northbound traffic on one bridge and all southbound traffic on the other bridge was considered during the alternatives evaluation for the 2012 EA and during a subsequent performance-based design workshop. These activities concluded that the existing BSB cannot accommodate the necessary traffic volumes while still addressing geometric deficiencies such as the lack of shoulders on the existing bridge.	Project History (1.2) Additional Refinements (3.3) Traffic (3.8)
		B-192-6	03/08/2024 - This preferred design would also make feasible and affordable the deck over I-	ODOT and KYTC have considered options for capping I-75 in Ohio, which is documented in the <a href="#">Public Involvement Summary (January 2024)</a> . Freeway caps were not found to be feasible due to issues related to	Public Comment

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			75 in downtown Cincinnati that others have advocated.	traffic operations, safety, geometric design, accommodating local connections, and impacts to surrounding land uses.	Outcomes (5.1.2)
		B-192-7	03/08/2024 - The Governor of Ohio has publicly deferred to Cincinnati interests on the BSB design choices. The Hamilton County Board of Commissioners has deferred to the City Council. Making the wrong decisions here risks creation of a massively disruptive and expensive white elephant that fails to deliver on the full potential benefits of the new bridge.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several refinements into the project's design, including reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75; and incorporating aesthetic treatments throughout the corridor.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT, including ideas proposed by the City of Cincinnati. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Public Comments (5.1.1)</p>
		B-192-8	03/08/2024 - Ignoring the stormwater opportunity when the city and county are under a federal consent decree to address the problem is a major policy lapse.	Both KYTC and ODOT are separating all interstate runoff in the BSB corridor from existing combined sewer systems. KYTC and ODOT have committed to further coordinating stormwater details with local municipalities and their respective sanitary and sewer districts during the final design phases of the project.	Utilities (4.12.1)
<b>B-193</b>	Wood, Brendan	B-193-1	03/08/2024 - Please do the following: 1) Conduct a full environmental study	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130	Introduction (1.)



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				<p>and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p>	
		B-193-2	03/08/2024 - 2) Reconnect the city grid	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. In addition, KYTC and ODOT are continuing to coordinate local connections with the cities in the project corridor. Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: improving neighborhood connectivity across the</p>	<p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				interstate; and building the project with a context sensitive design that fits within the community.	
		B-193-3	03/08/2024 - 3) Minimize added lanes Highway expansion has been proven to induce demand and worsen congestion. This would work directly against the 1 <sup>st</sup> purpose of the project and will negatively impact the citizens of the region. Many things have changed since the original study was conducted in 2012 and the traffic projections have been proven repeatedly to be inflated.	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-193-4	<p>03/08/2024 - The original highway project destroyed large swathes of downtown Cincinnati, and this project has a chance to repair a small part of that. Focus on reconnecting Queensgate with the rest of downtown Cincinnati by improving the street grid that has been interfered with by the highway.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to benefit the surrounding communities, including reducing the project footprint, reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor; and providing new and rebuilt sidewalks, shared-use paths, and/or bike lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio.</p> <p>Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating concepts that are consistent with design-build contract objectives to improve neighborhood connectivity across the interstate and build the project with a context sensitive design that fits within the community.</p>	
		B-193-5	<p>03/08/2024 - Given that this project will inevitably happen given the poor state of the Brent Spence bridge &amp; the political pressure to make this happen, minimize the number of additional lanes by replacing the Brent Spence bridge instead of adding the new bridge as a companion bridge. One more lane (or 5 in each direction in this case) will not solve our traffic challenges.</p>	<p>In 2015, as part of continuing value engineering efforts, KYTC and ODOT developed a concept (called Whiz Bang Concept 4) that eliminated the existing BSB and placed all traffic on a new double-decker bridge to the west. The bridge would have eight lanes on each level, with interstate and local traffic separated on the structure in five and three lanes, respectively. This concept was evaluated for traffic operations, local connectivity in Kentucky, and cost. The analysis determined the existing BSB has a long remaining life, and removing it to build a wider companion bridge would not be cost effective. Therefore, Whiz Bang Concept 4 was removed from further study in October 2019.</p> <p>The <a href="#">Interchange Modification Study Addendum</a> concluded that the number of lanes included in Refined Alternative I (Concept I-W) is necessary to meet the project purpose and need.</p>	<p>Development of Refinement Concepts (3.2) Traffic (3.8)</p>
B-194	Butler, Matt	B-194-1	<p>03/08/2024 - Please find attached four documents to be included as public comment on the SEA for the Brent Spence Corridor Expansion Project.</p> <ol style="list-style-type: none"> <li>1. CTSD SEA Comments with Maps 3-8-2024.pdf</li> <li>2. Letter-to-FHWA.pdf (Title VI letter)</li> <li>3. Letter-to-FHWA Followup with census maps.pdf</li> <li>4. Public Comments on the BSB Project to Cincinnati City Council 3-8-2024 9-46AM.pdf</li> </ol>	<p>Responses to the comments presented in Attachment 1 are provided below.</p> <p>Attachment 2 is a copy of a January 31, 2023 letter to FHWA from the Coalition for Transit and Sustainable Development. The concerns raised in the January 2023 letter from the Coalition for Transit and Sustainable Development were addressed during the project's National Environmental Policy Act (NEPA) review. Details regarding how those concerns were addressed were provided in the supplemental Environmental Assessment (EA) and the <a href="#">Public Involvement Summary (January 2024)</a>. A copy of the Coalition for Transit and Sustainable</p>	<p>Public and Stakeholder Involvement (5.1) Public Hearing (5.5)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>On behalf of the Coalition for Transit and Sustainable Development, thank you for your attention to this matter.</p>	<p>Development letter is also provided in Appendix I of the <a href="#">Public Involvement Summary</a>.</p> <p>Attachment 3 is a copy of a letter dated May 10, 2023 to follow up on prior correspondence. The FHWA Office of Civil Rights is responding as part of a separate process. Therefore, no response, other than to document the attachment as received, is provided.</p> <p>Attachment 4 included copies of 155 individual submissions which are titled "Comments to Cincinnati City Council Regarding the Brent Spence Corridor Project." Therefore, no response, other than to document the attached documents as received, is provided.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the City of Cincinnati, prior to FHWA making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p>	
		B-194-2	<p>03/08/2024 - These comments are submitted by the Coalition For Transit and Sustainable Development in response to the Supplemental Environmental Assessment (SEA) for this Project dated January 12, 2024. For the reasons set forth below, we believe that a full Environmental Impact Statement (EIS) is required for this Project.</p> <p>The purpose of an environmental assessment is to determine whether a proposed agency action will have significant impacts on the human or natural environment, in which case a full Environmental Impact Statement is required.</p>	<p>The supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p> <p>All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. Updated studies include: new</p>	<p>Introduction (1.)</p> <p>Development of Refinement Concepts (3.2)</p> <p>Additional Refinements (3.3)</p> <p>Traffic (3.8)</p> <p>Environmental Justice (4.1.7)</p> <p>Greenhouse Gases and</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Introduction: The Federal Highway Administration determined back in August of 2012 that the then preferred alternative would have no significant impact on the human or natural environment. Almost a dozen years have passed since then, and much has changed over that time. The projected increases in traffic volume that were used then to justify the need for adding a new 10-lane bridge across the Ohio River have not occurred. The combination of the covid epidemic and the widespread adoption of video technology for working virtually has reduced commuting traffic volumes. Scientific knowledge and understanding of the impacts of greenhouse gas emissions has advanced, as has recognition of the need to reduce such emissions in order to limit the magnitude of the enormous risks and harms resulting from climate change. Federal policies to address racial and ethnic inequity and disparities, including environmental injustice, have been strengthened. Moreover, the currently preferred alternative has changed in numerous ways from what was evaluated in 2012.</p>	<p>traffic projections and an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, a new greenhouse gas emissions and climate change analysis, an <a href="#">Environmental Justice Analysis Report (January 2024)</a>. In addition, detailed descriptions of the refinements incorporated into the project since the 2012 EA/FONSI are provided in the supplemental EA, and further supporting documentation is provided in its appendices.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR §§ 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	<p>Climate Change (4.7)</p> <p>Project Refinements (Appendix A)</p>
		B-194-3	<p>03/08/2024 - About a year ago, the Environmental Protection Agency on February 15, 2023, raised a number of serious concerns over a preliminary draft of the Supplemental Environmental Assessment:</p> <p>“Determining the appropriate level of NEPA analysis is FHWA’s decision and responsibility. EPA is not requesting an EIS based on materials provided to date. Pursuant to CEQ NEPA regulations (40 CFR 1501.6), if FHWA is unable to mitigate impacts to a less than significant and reach a defensible mitigated Finding of No Significant Impact (FONSI), then</p>	<p>The U.S. Environmental Protection Agency (USEPA) is a federal cooperating agency for the Brent Spence Bridge (BSB) Corridor Project. FHWA held regular coordination meetings for federal participating and cooperating agencies throughout the development of the supplemental EA. Cooperating agencies were afforded the opportunity to review and provide comments on multiple drafts of the supplemental EA. FHWA has addressed all comments received from federal cooperating agencies. All cooperating and participating agencies have been notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual</p>	<p>Participating &amp; Cooperating Agencies (5.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>an EIS would be required. EPA is concerned with potentially significant construction and operational air quality and noise impacts on low-income and minority communities that have already experienced longstanding environmental impacts from I-71/I-75. EPA is also concerned with impacts from induced travel demand, induced development/growth, and direct and indirect releases of greenhouse gases. On January 9, 2023, Council on Environmental Quality (CEQ) published interim guidance to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews. See <a href="https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate-for-further-information">https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate-for-further-information</a>.”</p> <p>While the Supplemental Environmental Assessment addresses some of these issues, it totally misses the mark on some, and it is incomplete, insufficient or misleading as to others.</p>	<p>responses will be prepared for any comments received from participating and cooperating agencies.</p>	
		B-194-4	<p>03/08/2024 - It cannot support a Finding of No Significant Impacts (FONSI). Reasonable alternatives were not considered, a number of important impacts were not considered at all, others were inadequately considered, and some of the impacts of the project that were identified are not to be mitigated. As a result, a finding of no significant impacts cannot be made, and an EIS must be prepared.</p>	<p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	Introduction (1.)
		B-194-5	<p>03/08/2024 - ODOT's obligation to take affirmative action to mitigate prior discriminatory harms: Construction of the original I-75 project through a predominantly</p>	<p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to environmental justice (EJ) populations in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA 6640.23A,</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Black community concluded in 1963 and created ongoing disproportionate negative impacts on low-income communities and communities of color. The ODOT application for federal funding under the Multimodal Project Discretionary Grant program shows that the entire project impact area in the state of Ohio is made up of areas designated as Areas of Persistent Poverty, Historically Disadvantaged Communities, or both. Of note, the West End neighborhood is designated as both a Historically Disadvantaged Community and an Area of Persistent Poverty, and it was this neighborhood that was most severely impacted by the razing of properties during the initial construction of the interstate in the City of Cincinnati. Where prior discriminatory practice or usage has tended to subject individuals to discrimination under any program or activity to which Title VI applies, the applicant or recipient, in this case ODOT, “must take affirmative action to remove or overcome the effects of the prior discriminatory practice or usage.” 49 C.F.R. § 21.5(b)(7).</p>	<p>which define disproportionately high and adverse effects. The EJ analysis also followed FHWA’s <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011).</p> <p>Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p> <p>Cincinnati’s West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore,</p>	<p>Cumulative Effects (4.10.2)</p>



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				no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W), and a determination of disproportionately high and adverse effects is not warranted.	
		B-194-6	<p>03/08/2024 - EPA's Environmental Justice Screening Tools Demonstrate the Ongoing Harm to These Communities: The SEA, at page 75, sets forth the DOTs' EJ Study Area. Interestingly, that Study Area diverges as far from the Construction area as approximately 2.5 miles to the east and 2 miles to the southeast to include all of Census Blocks, 35,36, 44, 45, 46, 52, 53, 54, 62, 68. (each of which are designated as non-EJ blocks). Meanwhile, EJ Blocks 1, 4, and 63 line the entire western edge of the Construction zone in Ohio, and all of EJ Block 63 hugs a significant length of the western edge in Kentucky. In Ohio, on the east side of the Construction zone, EJ Blocks 5, 6, 11, 14, and 24 are immediately adjacent and line the great majority of its length, and EJ Blocks 12 and 13 fall within ¼ and ½ mile east of the Construction zone. In Kentucky, EJ Blocks 39, 47, and 64 lie immediately adjacent to the east side of the Construction zone, and EJ Blocks 42, 49, 50, 55, 56, 58, 59, 60, 61, 66, and 70 are within ½ to 1 mile from the Construction zone. It should not need to be pointed out that the air pollution, noise, and dust impacts from construction of the project, and from operation of a greatly expanded highway would be much more intense and serious in areas closer to the highway – the area of actual construction and traffic -- than in areas farther from these activities. The SEA pays no attention to this and repeatedly simply compares the number of affected EJ and non-EJ blocks in assessing</p>	<p>An <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (EJ) populations. The EJ analysis was conducted in accordance with the United States Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011).</p> <p>The study area for the EJ analysis was established in consideration of the project's traffic influence area, natural and human-made geographic boundaries, and general demographic composition. The EJ study area encompasses and is larger than the project study area for the supplemental EA. Expanding the EJ study area beyond the project study area provides the most conservative approach to the EJ analysis by capturing the fullest range of potential effects.</p> <p>In accordance with FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011), consideration must be given to avoidance, minimization, and mitigation when evaluating whether an adverse effect to an EJ population will occur. A determination regarding disproportionately high and adverse effects with respect to minority and/or low-income populations is only required if the effects remain adverse after mitigation and benefits are considered.</p> <p>The EJ analysis concluded that Refined Alternative I (Concept I-W) is not anticipated to result in an adverse effect on air quality in EJ communities, and a determination of disproportionately high and adverse effects for air quality is not warranted.</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>whether impacts on EJ communities are disproportionate.</p> <p>The SEA erroneously discounts the project's harms to nearby minority residents: The Supplemental Environmental Assessment attempts to discount environmental justice concerns regarding disproportionate adverse impacts on minority communities by claiming any harms to minority populations will not be predominately borne by minority populations and are not appreciably more severe or greater in magnitude than those experienced by non-minority populations.</p> <p>This completely ignores the fact that the States and the Region are highly segregated, and the fact that the residents in these minority neighborhoods are already disproportionately harmed by existing pollution.</p>	<p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W). In accordance with their respective state noise policies, noise sensitive receptors within 500 feet of the project corridor were analyzed for noise impacts. The EJ analysis concluded that noise impacts resulting from Refined Alternative I (Concept I-W) will not be predominately borne by EJ populations. In addition, proposed noise barriers will mitigate noise impacts and proposed noise/visual screening barriers will provide enhanced sound reduction in both EJ and non-EJ communities. Given the above, adverse noise effects on EJ populations are not anticipated to be appreciably more severe or greater in magnitude than the adverse noise effects that will be suffered by the non-EJ population. Therefore, noise impacts will not result in a disproportionately high and adverse effect on EJ populations.</p> <p>The EJ analysis concluded that temporary access and mobility, noise, and air quality (dust) impacts during construction would result in adverse effects on both EJ and non-EJ communities. Impacts are anticipated to be the most disruptive in the 24 census block groups that are directly adjacent to the project corridor, 12 (50 percent) of which contain minority and/or low-income populations. However, these impacts will be minimized to the greatest extent practicable through proactive communication with local cities and the public and the development of a traffic management plan, maintenance of traffic plans, an incident management plan, a dust control plan and other measures to minimize and prevent discharge of dust, measures to minimize and prevent diesel emissions, an ambient air quality monitoring program, and measures to manage construction noise. These measures will minimize construction-related disruptions in both EJ and non-EJ communities. ODOT has also committed to restore roadways impacted by increased traffic during construction to pre-construction conditions, which will primarily benefit EJ communities. Therefore, the temporary construction impacts will not result in a</p>	

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				disproportionately high and adverse effect on EJ populations.	
		B-194-7	<p>03/08/2024 - Census Data Documents the Racial Segregation: The neighborhoods along the expansion corridor in Covington and Cincinnati are more dominated by Black and Hispanic minorities than most other parts of those Cities, and much more dominated by those minorities than the population of either state.</p> <p>The US Census Population total for 2020 are that the State of Kentucky had 4,505,836 residents, 82.4% non-Hispanic white, 9.7% Black, 1.7% Asian, and 4.6% Hispanic. Of the state's 437,066 Black residents, 23,407 or 5.3% of them lived in the 3-county N Kentucky region, where they make up 5.8% of the region's 398,108 population. 11,254 Black residents, 48% of those in the 3-county region, were concentrated in Kenton County, where they made up 6.7% of the County's 169,064 population. 4,668 of those living in Kenton County, were further concentrated in the City of Covington, where they made up 11.4% of the City's 40,950 population. In Census tracts 607, 650, 651 which straddle the eastern side of the Brent Spence Bridge Corridor Expansion area in Covington, Black residents reside in a greater proportion 14.1%, 13.1%, and 33.1% than their share of the city's population and in a much greater proportion than their share of the state's population. Of the state's 207,268 Hispanic residents, 17,757 or 8.6% of them lived in the 3-county N Kentucky region, where they make up 4.7% of the region's 398,108 population. 7,741 Hispanic residents, 43.5% of those in the 3-county region, were concentrated in Kenton County, where they</p>	<p>The EJ analysis for the supplemental EA was conducted in accordance with all applicable federal and state guidelines. Where differences in methodology occur, the most conservative and inclusive approach was followed. The <a href="#">Environmental Justice Analysis Report</a> provides a detailed description of the methodology employed in the analysis of the effects of Refined Alternative I (Concept I-W) on EJ populations.</p> <p>The demographic makeup of the EJ study area was identified using census data from the 5-year American Community Survey estimates for 2016-2020. Demographics were analyzed at the block group level, as defined by the U.S. Census Bureau 2020 decennial census geographic boundaries.</p> <p>In accordance with Executive Order 12898 and the <i>Promising Practices for EJ Methodologies in NEPA Reviews: Report of the Federal Interagency Working Group on Environmental Justice &amp; NEPA Committee</i> (Promising Practices Report) (March 2016), minority and low-income populations within the EJ study area were identified using a meaningfully greater analysis, which identifies areas where the minority or low-income population percentage is meaningfully greater than the minority or low-income populations within an established reference community. For this project, the EJ study area was chosen as the reference community, and any percentage higher than the reference community was deemed to be meaningfully greater.</p> <p>Orders issued by USDOT and FHWA define low-income as a person whose median household income is at or below the Department of Health and Human Services guidelines. The EJ analysis for the supplemental EA designates low-income as 1.99 times the poverty thresholds established by the U.S. Census Bureau. This represents a more inclusive definition for low-income that</p>	Environmental Justice (4.1.7)

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			<p>made up 4.6% of the County's 169,064 population. 3,481 of those living in Kenton County, were further concentrated in the City of Covington, where they made up 8.5% of the City's 40,950 population. In Census tracts 616, 650, 607 which straddle the western and eastern side of the Brent Spence Bridge Corridor Expansion area in Covington, Hispanic residents reside in a greater proportion 17.5%, 12.6%, and 9.6% than their share of the city's population and in a much greater proportion than their share of the state's population.</p> <p>The US Census Population total for 2020 are that the state of Ohio had 11,799,448 residents, 80.9% non-Hispanic white, 13.3% Black, 2.7% Asian, and 4.5% Hispanic. Of the state's 1,569,326 Black residents, 286,813 or 18.3% of them lived in the 4-county SW Ohio region, where they make up 17.2% of the region's 1,671,934 population. 227,978 Black residents, 79.5% of those in the 4-county region, were concentrated in Hamilton County, where they made up 27.5% of the County's 830,639 population. 122,567 of those living in Hamilton County, were further concentrated in the City of Cincinnati, where they made up 39.6% of the City's 309,317 population. In Census tracts 263, 269, 2, and 264 which straddle the eastern and western side of the Brent Spence Bridge Corridor Expansion area in Cincinnati, Black residents reside in a greater proportion 47.8%, 76.7%, 86.0% and 76.2% than their share of the city's population and in a much greater proportion than their share of the state's population. Of the state's 530,957 Hispanic residents, 74,209 or 14.0% of them lived in the 4-county SW Ohio region, where they make up 4.4% of the region's 1,671,934 population. 36,250 Hispanic residents, 48.8% of those in the 4-county</p>	<p>exceeds the minimum federal poverty guidelines and represents a strong commitment by KYTC and ODOT to going above and beyond in addressing EJ on the BSB Corridor Project.</p> <p>Minority populations are concentrated in the southeastern portion of the EJ study area in Kentucky and throughout the EJ study area in Ohio. Low-income populations are broadly dispersed throughout the EJ study area and are located directly adjacent to the project corridor. Mapping showing the locations of census block groups with minority and low-income populations in the EJ study area is included in the supplemental EA.</p>	

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			<p>region, were concentrated in Hamilton County, where they made up 4.4% of the County's 830,639 population. 14,228 of those living in Hamilton County, were further concentrated in the City of Cincinnati, where they made up 4.6% of the City's 309,317 population. In Census tracts 263, 92, and 93 which straddle and are adjacent to the western side of the Brent Spence Bridge Corridor Expansion area in Cincinnati, Hispanic residents reside in a greater proportion 6.1%, 31.4%, and 15.6% than their share of the city's population and in a much greater proportion than their share of the state's population.</p>		
		B-194-8	<p>03/08/2024 - The EPA's EJA Screening Tool Documents Already Existing Harms: The U.S. Environmental Protection Agency Environmental Justice Screening Tool (available at <a href="https://ejscreen.epa.gov/mapper">https://ejscreen.epa.gov/mapper</a>) ranks census blocks and tracts by percentile, compared to either the nation, or the state in which they are located, with EJ Indexes for exposure to air pollutants (PM 2.5, ozone, diesel particulate material, air toxics cancer risk, air toxics respiratory health) and by Socioeconomic Indexes for people of color, low income, and Health Disparities (Asthma). The census areas adjacent to or almost adjacent to the project corridor with higher proportions of minority residents repeatedly are identified by the EPA as in the 99-100 percentile, or the 90-95 percentile rankings of these indexes.</p> <p>Thus, the EPA EJ Map People of Color vs. State confirms that the DOTs' EJ Census blocks correspond to relatively high concentrations of minority residents (ranging from the 70<sup>th</sup> percentile to the 100<sup>th</sup> percentile in their respective states. See below.</p>	<p>In accordance with FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011), consideration must be given to avoidance, minimization, and mitigation when evaluating whether an adverse effect to an EJ population will occur. A determination regarding disproportionately high and adverse effects with respect to minority and/or low-income populations is only required if the effects remain adverse after mitigation and benefits are considered.</p> <p>The EJ analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and</li> </ul>	<p>Environmental Justice (4.1.7) Socioeconomic Groups (4.1.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>[Comment included a map with the title: People of Color VS State.]</p> <p>The EPA EJ Map Low Income vs. State presents a fairly similar pattern, but with higher percentiles prevalent near the highway in Ohio (compared to the “People of Color” map), and slightly lower percentiles prevalent along the highway in Kentucky (compared to “People of Color”). See below.</p> <p>[Comment included a map with the title: Low Income VS State.]</p> <p>The EPA EJ map Percentage of Households with No Vehicle Access unsurprisingly presents a largely similar pattern. Thus, 40-54% of the households in Ohio in substantial areas west and east of the highway have no access to vehicles (excluding the immediate downtown area east of the highway north of the Ohio River; in Kentucky, west of the highway there are considerably lower %s of households with no access to vehicles, but east of the highway, there are a series of blocks, some immediately adjacent to the highway and others within ½ to 1 ½ miles from the highway with between 32.7% and 40.8% having no access to vehicles. Those areas correspond to the DOTs’ EJ Census blocks. See below.</p> <p>[Comment included a map with the title: Percentage of Households with No Vehicle Access.]</p> <p>The EPA EJ Map Health Disparities: Asthma vs. Nation identifies the Areas west and east of the highway in Ohio (excluding the downtown area must north of the Ohio River) as being within the 95-100 percentile compared to the nation’s population with respect to prevalence of asthma. In Kentucky, immediately west of the highway and immediately east of the</p>	<p>combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</p> <p>A <a href="#">Socioeconomic Technical Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no impacts to pedestrian, bicycle, and transit access and mobility.</p>	



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			<p>highway and near to the Ohio River, the prevalence of asthma ranges in the 80-100 percentile, and between the 95-100 percentile further south along the highway and through the series of EJ census blocks as one moves west and north from there. See below.</p> <p>[Comment included a map with the title: Health Disparities: Asthma VS Nation.]</p> <p>The EPA EJ Map Air Toxics Respiratory vs. State, is largely similar to the Asthma Map, with the same general pattern of the areas identified in the SEA as Ohio EJ Census Blocks overwhelmingly being in the 95-100 percentile range, and the Kentucky EJ Census Blocks falling in the 80-100 percentile ranges. See Below.</p> <p>[Comment included a map with the title: Air Toxics Resp VS State.]</p> <p>The EPA EJ Maps Air Toxics Respiratory vs. State and Air Toxics Cancer Risk vs. State show similar patterns of SEA EJ Census blocks being in the highest or near highest percentiles in their respective states. See two maps below.</p> <p>[Comment included a duplicate map with the title: Air Toxics Resp VS State.]</p> <p>[Comment included a map with the title: Air Toxics Cancer Risk VS State.]</p> <p>The EPA EJ Maps regarding air quality provide insight into at least some of the factors resulting in the health disparities evidenced above. While the EPA Maps regarding PM2.5 vs. State, Diesel PM vs. State, and Ozone vs. State each differ in some respects, they all show the pattern of patterns in which the 95-100 percentile, 90-95 percentile, and 80-90 percentile areas largely correspond with the</p>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>SEA's EJ Census Blocks. See three maps below.</p> <p>[Comment included a map with the title: Diesel PM VS State.]</p> <p>[Comment included a map with the title: Ozone VS State.]</p> <p>[Comment included a map with the title: PM2.5 VS State.]</p> <p>The SEA completely fails to address the fact that disproportionate impacts exist if the magnitude of the adverse effect is appreciably greater on persons of color than on white persons. As already noted above, very many of the EJ areas are located immediately adjacent to or otherwise close to the highway Construction zone itself. They will be harmed and burdened much more by the noise, air pollution, dust, and disruption resulting from the many years during which the project would be constructed, than will the residents of the disproportionately majority areas farther from the highway itself, where those impacts are dissipated or even eliminated as a result of distance. The SEA acknowledges that the 1-W Alternative will result in increased traffic volumes, compared to non- build. That will result in more noise, air pollution, and dust than if the project is not constructed – and these harms will more significantly impact the residents of the nearby EJ areas during the long lifetime of an expanded highway.</p>		
		B-194-9	03/08/2024 - In addition, the EPA environmental justice screens themselves – which the transportation agencies apparently did not even bother to collect, much less to consider in the SEA – show far greater already existing burdens related to pollution and	The <a href="#">Environmental Justice Analysis Report</a> presents data from the USEPA environmental justice mapping and screening tool (EJ Screen) for PM2.5, diesel particulate matter in the air, and the air toxics respiratory hazard index. Environmental indicators synthesized by USEPA	Environmental Justice (4.1.7)

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			<p>adverse health effects in Black and Latinx neighborhoods. Even assuming (incorrectly) for the purpose of argument that a similar percentage of white residents might have the same pollution exposure, the adverse effects are almost certainly disproportionately greater on persons of color. The higher poverty rates and fewer assets generally available to Black and Latinx residents, will also increase the magnitude of the harms to them.</p> <p>Consider insufficient income or wealth to afford air conditioners, air filters, or adequate medical care and treatment.</p> <p>Where, as here, a discriminatory effect exists, Title VI requires agencies to “ensure that mitigation measures are taken and documented to eliminate or minimize the disparate impact. Where a disparate impact cannot be eliminated, [agencies] shall ensure that the activity will only be undertaken if a substantial legitimate justification for the action exists and is documented and that the activity is the least discriminatory alternative. (U.S. Dept of Transportation Order 1000.12C, U.S.DOT Title VI Program (June 11, 2021) at Ch. I, Sec. 7).</p>	<p>show that pollutant levels are relatively high when compared to statewide data for Kentucky and Ohio.</p> <p>To further evaluate air quality considerations for EJ populations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM2.5 when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM2.5 emissions for the non-EJ population. Given the above, Refined Alternative I (Concept I-W) is not anticipated to result in an adverse effect on air quality in EJ communities, and a determination of disproportionately high and adverse effect for air quality is not warranted.</p> <p>The EJ analysis concluded that the temporary and permanent adverse effects to EJ populations will be minor, will not be predominately borne by EJ populations, and are not appreciably more severe or greater in magnitude than those experienced by non-EJ populations. In addition, EJ communities have been, and will continue to be, provided full and fair participation in the transportation decision-making process. Therefore, Refined Alternative I (Concept I-W) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A. Furthermore, several avoidance, minimization,</p>	

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				mitigation, and enhancement measures have been incorporated into Refined Alternative I (Concept I-W) to reduce adverse effects and provide additional benefits.	
		B-194-10	<p>03/08/2024 - Failure to include a reasonable alternative which included investments in and expansion of public transit as a means of reducing the amount of highway expansion: Federal law states that "...all agencies of the Federal Government shall — study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources." 42 U.S.C. § 4332 (E). Under 23 C.F.R. § 771.105(c), it is the government's policy that "[a]lternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, State, and local environmental protection goals."</p> <p>As public comments and the history of this project demonstrate, there are significant conflicts concerning reasonable alternative uses of available resources, significant social, economic and environmental impacts of the action, and a significant failure to follow environmental protection goals, including those related to climate change and environmental justice. Yet the agencies entirely failed to evaluate an alternative that does not expand capacity, that rebuilds and makes focused improvements to the existing roadway, and that increases transit, would meet the purpose and need of the project. Improving transit – and</p>	<p>In March 2015, KYTC and ODOT prepared a <a href="#">Cost Savings Study</a> that evaluated options for scaling back the project to primarily address the safety and design deficiencies of the existing BSB with minimal construction on I-71/I-75 to tie into the new/rehabilitated structures. However, these concepts were removed from further consideration because they did not address traffic operational issues throughout the corridor and created safety concerns due to lane drops on I-71/I-75.</p> <p>In 2004, the Ohio-Indiana-Kentucky Regional Council of Governments and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit routes would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that</p>	<p>Purpose and Need (2.)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p>

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			<p>thus considering a transit-inclusive alternative - is also required to ensure that communities of color receive a fair share of the benefits of transportation system investments.</p> <p>Refusing to consider a transit alternative can be – and here is - the result of an inappropriately biased process.</p> <p>“[O]verburdened mass transportation systems” are one of the issues that “affect the urban ‘environment’” <i>Trinity Episcopal School Corp. v. Romney</i>, 523 F.2d 88, 93 (2d Cir. 1975) (internal citations omitted). See also <i>First National Bank of Chicago v. Richardson</i>, 484 F.2d 1369, 1377-8 (7<sup>th</sup> Cir. 1973) (internal citations omitted):</p> <p>“Of necessity, NEPA must be construed to include protection of the quality of life for city residents, particularly in view of the profound influences of population growth, high-density urbanization, [and] industrial expansion [In the inner city] many of our most severe environmental problems interact with social and economic conditions which the Nation is also seeking to improve....”</p> <p>The failure to consider a transit inclusive alternative is also indefensible in light of long-standing FHWA policy:</p> <p>“The following range of alternatives should be considered when determining reasonable alternatives: Mass Transit: This alternative includes those reasonable and feasible transit options (bus systems, rail, etc.) even though they may not be within the existing FHWA funding authority. It should be considered on all proposed major highway projects in urbanized areas over 200,000 population. . . [T]he relationship of the project to other Federal actions which may serve or adversely affect the</p>	<p>use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>The <a href="#">Environmental Justice Analysis Report</a> concluded that Refined Alternative I (Concept I-W) would not result in adverse effects on pedestrian, bicycle, or transit access and mobility for EJ populations. The <a href="#">Socioeconomic Technical Report</a> concluded that Refined Alternative I (Concept I-W) would have no impacts to pedestrian, bicycle, and transit access and mobility for zero-car households.</p>	

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			<p>ethnic or minority population should be identified.”</p> <p>“Guidance for Preparing and Processing Environmental and Section 4(F) Documents,” FHWA Technical Advisory T 6640.8A (Oct. 30, 1987) (“Advisory T 6640.8A”) at Sec. V.E.3 (emphasis added). The requirement to consider transit to meet some or all the project need is true even if mass transit in the area is not a “sure thing.” Davis v. Mineta, 302 F.3d 1104, 1121-2 (10<sup>th</sup> Cir. 2002). See also, Utahns for Better Transp. v. U.S. Dept. of Transp., 305 F.3d 1152, 1170-71 (10<sup>th</sup> Cir. 2002) (agency should have considered reasonable alternatives including implementing transit improvements before highway improvements, and integrating highway and transit improvements). To fully consider such alternatives requires a careful evaluation of costs and benefits, and consideration of whether resources targeted for a road project might instead “be effectively directed toward expansion of mass transit and other traffic management strategies” in ways that avoid adverse impacts. Davis, 302 F.3d at 1122. Moreover, the state agencies could recommend that some federal Surface Transportation Program dollars which might be used for highway construction instead be used, as allowed by federal law, to support transit capital improvements, see, e.g., 23 U.S.C. § 133(b)(1)( c).</p> <p>Further, as a federal court made clear to USDOT in 2009, in the highway context agencies must evaluate less harmful alternatives to address transportation capacity needs.</p> <p>“[D]efendants cannot use the need for additional capacity on Highway 164 as a</p>		

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			<p>reason for refusing to study alternative means of providing that capacity. The very point of the reasonable alternatives exercise is to determine whether less destructive alternatives might achieve the purpose of the project. Here, defendants seem to have simply assumed that Highway 164 must be expanded to four lanes because local transportation plans document the need for additional capacity. Again, however, defendants must examine whether it is possible to provide this capacity through an alternative that is less environmentally destructive than expanding the highway to four lanes.” Highway J Citizens Group v. USDOT, 656 F.Supp.2d 868, 892 (E.D. Wis. 2009), citing Simmons v. Army Corps, 120 F.3d 664, 668-70 (7<sup>th</sup> Cir. 1997).</p> <p>Title VI and environmental justice require the agencies to consider alternatives that will have fewer disproportionate adverse effects on communities of color, and doing so also comports with the agencies’ own policies, including policies focused on urban residents. Moreover, improving transit – and thus considering a highway and transit expansion alternative - is also required to ensure that communities of color receive a fair share of the benefits of transportation system investments. In the absence of transit expansion, the minority residents in the primary study area who disproportionately do not own private vehicles or have drivers licenses will bear more of the burdens of construction, pollution, etc. while receiving proportionately fewer benefits.</p> <p>A federal court long ago made clear that agencies “must consider such alternatives to the proposed action as may partially or completely meet the proposal’s goal and it must evaluate their comparative merits.”</p>		



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			<p>Natural Resources Defense Council, Inc. v. Callaway, 524 F.2d 79 (2d Cir. 1975) (emphasis added). In another case, a court rejected an EIS for a proposed highway reconstruction and widening project due to its failure to afford adequate consideration to an alternative that would partially meet the stated purpose and need. The DOT justified its failure to consider the suggested bypass alternative on the ground that the project had two goals, repairing and upgrading the road, and the bypass would only accomplish the second purpose. The court found the EIS' discussion of alternatives inadequate, concluding that NEPA does not permit the agency to eliminate from discussion or consideration a whole range of alternatives merely because they would achieve only some of the purposes of a multi-purpose project. Town of Matthews v. U.S. Dept. of Transp., 527 F. Supp 1055, 1057 (W.D.N.C. 1981). See also Natural Resources Defense Council, Inc. v. Morton, 458 F.2d 827 (D.C. Cir. 1972)(stating that "(it is not) appropriate . . . to disregard alternatives merely because they do not offer a complete solution to the problem.)</p>		
		B-194-11	<p>03/08/2024 - These principles are all the more applicable here, since the SEA clearly reveals that the proposed alternatives it has considered fail to offer a complete solution to the stated problem, and to the stated purpose and need. For example, while addressing design and safety shortcomings of the current highway, the selected alternative, Refined Alternative 1, includes 55 "design exceptions" from the agencies' standards. (SEA p. 28).</p> <p>Moreover, induced traffic caused by the dramatic increase in travel lanes, which the</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. Required design exceptions will be finalized during the detailed design of each construction phase. FHWA, KYTC, and ODOT will further evaluate potential design exceptions based on the context of the facility, needs of the various project users, safety, mobility, human and environmental impacts, project costs, and other impacts prior to approval.</p>	<p>Purpose and Need (2.) Design Exceptions (3.5) Traffic (3.8)</p>

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			<p>agencies have not properly considered or addressed, will inevitably result in a return to congested conditions after a few years, so the project's congestion elimination goal will not actually be achieved.</p>	<p>The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA's <i>Interactive Highway Safety Design Model</i>. The analysis compared the safety of Refined Alternative I (Concept I-W) to the no-build condition. The analysis concluded that Refined Alternative I (Concept I-W) will reduce crashes on the existing BSB, the I-71/I-75 mainline in Kentucky, the I-75 mainline in Ohio, and locations of notable changes incorporated into Refined Alternative I (Concept I-W).</p> <p>The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-194-12	<p>03/08/2024 - The SEA inadequately addresses air pollution impacts of the project. There is an extensive body of research documenting the negative effects of air pollution - particularly traffic-related air pollutants - and the disproportionate burden of air pollution on communities of color and low-income communities - including a higher COVID-19 mortality rate. "Traffic Related Air Pollution and the Burden of Childhood Asthma in the Contiguous United States in 2000 and 2010" (data sets available at <a href="https://carteetdata.org/library/webapp/trap-asthma-usa">https://carteetdata.org/library/webapp/trap-asthma-usa</a>) Achakalwisut et al., "Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO<sub>2</sub> pollution: estimates from global datasets," Lancet Planet Health (2019 "Finding pollution- and who it impacts most- in Houston," Environmental Defense Fund (June 3, 2020); Bell ML et al. "Challenges and recommendations for the study of</p>	<p>Traffic projections for the BSB Corridor Project were updated during the preparation of the supplemental EA. The comment appears to potentially reference traffic projections from prior studies.</p> <p>Air quality evaluations of Refined Alternative I (Concept I-W) considered particulate matter that is 2.5 micrometers or less in diameter (PM<sub>2.5</sub>), carbon monoxide, and ozone.</p> <p>All areas in both states are currently in attainment for carbon monoxide. As such, carbon monoxide conformity requirements do not apply to transportation projects in Kentucky or Ohio, and no additional analysis related to carbon monoxide is required for Refined Alternative I (Concept I-W).</p> <p>In November 2022, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) completed a regional emissions and air quality conformity analysis demonstrating that the 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan conform to all applicable USEPA approved State Implementation Plans for air quality. The</p>	Air Quality (4.6)



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			<p>socioeconomic factors and air pollution health effects,” Environmental Science and Policy 2005 8:525–33; O’Neill MS et al. “Health, wealth, and air pollution: advancing theory and methods,” Environmental Health Perspectives 2003;111:1861–70; Brender JD et al., “Residential proximity to environmental hazards and adverse health outcomes.” Am. J. Public Health 2011;101:S37–52; Chakraborty J. “Automobiles, air toxics, and adverse health risks: environmental inequities in Tampa Bay, Florida,” Annals of the Assoc. of Amer. Geographers 2009, 99:674–97; Gunier RB, et al., “Traffic density in California: socioeconomic and ethnic differences among potentially exposed children,” Journal of Exposure Analysis &amp; Environ. Epidemiol. 2003;13:240–46; Tegan K. Boehmer, “Residential proximity to major highways - United States, 2010,” CDC Division of Environmental Hazards and Health Effects (2013); Xiao Wu and Rachel C. Nethery, “Exposure to air pollution and COVID-19 mortality in the United States,” Harvard T.H. Chan School of Public Health (April 2020).</p> <p>The SEA asserts that there will not be any significant adverse air pollution impacts of the project, based in part on the region’s recent attainment or maintenance designations for particular pollutants. However, current levels of unhealthful air pollutants are the result of daily traffic volumes in this corridor that ranged between 150,000 and 160,000 vehicles per day between 2017 and 2021. The agencies predict daily volumes of 233,000 in 2035, about 50% higher than those recent years’ actual counts. While they project gradual replacement of today’s fleets of relatively highly polluting vehicles with vehicles that will emit fewer pollutants per mile year after year into the future, they are also projecting growth in traffic</p>	<p>BSB Corridor Project is included in OKI’s air quality conforming 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan. Furthermore, the design concept and scope of Refined Alternative I (Concept I-W) have not changed substantially from what is described in the Transportation Improvement Program. Therefore, no additional transportation conformity analysis is required related to ozone for Refined Alternative I (Concept I-W).</p> <p>Based on the most current designations, the project area is not located in a PM2.5 nonattainment or maintenance area. As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine mobile source air toxics (MSAT) compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios using USEPA’s MOfor Vehicle Emission Simulator (MOVES) and travel demand models for the project’s approved certified traffic. The results are documented in a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>, which concluded that emissions for all analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build scenario. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that</p>	

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			<p>volumes over the coming decade that will inevitably dramatically increase the amount of air pollution from vehicles driving in this corridor.</p>	<p>modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios using MOVES and travel demand models for the project's approved certified traffic. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-194-13	<p>03/08/2024 - Failure to reasonably assess induced travel demand: The SEA asserts that constructing 16 highway lanes crossing the</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for</p>	<p>Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Ohio River in this corridor where only 8 currently exist, and constructing numerous additional lanes on both ends of the bridges – ending up with as many as 20 parallel lanes in the project corridor where only 10 currently exist -- will lead to traffic volumes in 2050 that will be only 1.7% higher than the no-build option. Clearly the agencies have closed their eyes to the long-understood existence of induced demand. That is, “ If you build more highway capacity, they will come and use it.” For a time, congestion will ease, and more and more people will decide to get in their cars and use that added capacity. The first order result is causing people to take longer or entirely new vehicle trips that would not have taken place if additional highway infrastructure had not been constructed and made available “for free” to motorists. If not for the added highway infrastructure, they would have walked, biked, taken transit, or simply not taken those particular trips at all. The nature of this “generated traffic” has been explained as follows:</p> <p>“Traffic engineers often compare traffic to a fluid, assuming that a certain volume must flow through the road system, but it is more appropriate to compare urban traffic to a gas that expands to fill available space (Jacobsen 1997). Traffic congestion tends to maintain equilibrium: traffic volumes increase to the point that congestion delays discourage additional peak-period vehicle trips. Expanding congested roads attracts latent demand, trips from other routes, times and modes, and encourage longer and more frequent travel. This is called generated traffic, referring to additional peak-period vehicle traffic on a particular road. This consists in part of induced travel, which refers to absolute increases in</p>	<p>the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI’s regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI’s regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	

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			<p>vehicle miles travel (VMT) compared with what would otherwise occur (Hills 1996).</p> <p>Generated traffic reflects the economic “law of demand,” which states that consumption of a good increases as its price declines. Roadway improvements that reduce the user costs of driving (i.e., the price) encourage more vehicle use. In the short-run generated traffic represents a shift along the demand curve; reduced congestion reduces travel time and vehicle operating costs. Over the long run induced travel represents an outward shift in the demand curve as transport systems and land use patterns become more automobile dependent, so people must drive more to maintain a given level of accessibility to goods, services and activities (Lee 1999).</p> <p>Litman, “Generated Traffic and Induced Travel: Implications for Transport Planning,”Victoria Transport Policy Institute (July 18, 2017) at p. 2</p> <p>Litman’s article also summarizes numerous studies of the effects of this latent demand in cities around the world, including short-term reductions in congestion, followed by increases in the number and length of vehicle trips, particularly during peak periods, that reduces or eliminates the initial congestion improvements over time are summarized at pages 6-11.</p> <p>This has certainly been the experience of many U.S. cities in recent decades. “In 2015, \$1 billion project to widen a 10-mile stretch of Interstate 405 through Los Angeles was completed. For a period, ‘congestion was relieved,’ said Tony Tavares, the director of Caltrans, California’s Department of Transportation. But that relief did not last. Rush hour traffic soon rebounded, he said.” Eden</p>		



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			<p>Weingart, “Widening Highways Doesn’t Fix Traffic,” New York Times (Jan. 6, 2023). See also Katie Wilson, “How Fighting Congestion Can Create Congestion,” Crosscut, (Oct. 20, 2021);and “The Congestion Con,” T4America (2020).</p> <p>“It’s a pretty basic economic principle that if you reduce the price of a good then people will consume more of it,’ Susan Handy, a professor of environmental science and policy at the University of California, Davis, said. ‘That’s essentially what we’re doing when we expand freeways.’</p> <p>The concept of induced traffic has been around since the 1960s, but in a 2009 study, researchers confirmed what transportation experts had observed for years: In a metropolitan area, when road capacity increases by 1 percent, the number of cars on the road after a few years also increases by 1 percent. (Weingart, at p. 5).”</p> <p>In Houston, after the Katy Freeway in Houston was expanded in 2008, “the project was hailed as a success. But within five years, peak hour travel times on the freeway were longer than before the expansion. Matt Turner, an economics professor at Brown University and co-author of the 2009 study on congestion, said adding lanes is a fine solution if the goal is to get more cars on the road. But most highway expansion projects, including those in progress in Texas, cite reducing traffic as a primary goal. “If you keep adding lanes because you want to reduce traffic congestion, you have to be really determined not to learn from history,” Dr. Turner said. (Weingart at p. 9).</p> <p>Efforts to quantify the effects of induced demand have been undertaken by the Institute</p>		



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			<p>of Transportation Studies at the University of California, Davis (ITS-Davis) through its National Center for Sustainable Transportation (NCST). NCST has developed an Induced Travel Calculator (Calculator) as a method for estimating the additional vehicle miles traveled (VMT) induced by expanding the capacity of major roadways. While ITS-Davis initiated the project to support Caltrans, the application can now be used to estimate induced demand for other regions of the country.</p> <p>(<a href="https://travelcalculator.ncst.ucdavis.edu/about.html">https://travelcalculator.ncst.ucdavis.edu/about.html</a> ) The tool enables users to estimate the VMT induced annually as a result of expanding capacity of interstate highways, other freeways and expressways and other principal arterials. While the tool is limited to certain facility types and conditions, it has the ability to estimate induced VMT for highway capacity expansion, such as that proposed by adding additional through lanes to the I-75/I-71 corridor. The Calculator produces a statistical range (95% confidence level, +/-20%) of induced VMT. Data sources and specifications for the equation include Lane Miles Added, Facility Type, State, and Metropolitan Statistical Area (MSA). (Calculator at: <a href="https://shift.rmi.org">https://shift.rmi.org</a> )</p> <p>For this project, the following data was entered into the Calculator to estimate "Induced Demand". Results are also provided below.</p> <p>Lane Miles Added: approximately 26 miles of added interstate highway  Facility Type: Interstate Highway  State, MSA: Ohio, Cincinnati</p> <p>Lane Miles Added: approximately 4 miles of added principal arterials  Facility Type: principal arterials  State, County: Ohio, Hamilton</p>		



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			Results of these inputs show the added through lanes would result in about 136 million additional vehicle miles travelled per year (the midpoint of the calculator's estimated range of 109-164 million). The agencies need to fully consider all of the impacts of these additional vehicle miles that would occur simply because of the great increase in traffic infrastructure that the project would provide.		
		B-194-14	03/08/2024 - EPA has issued more stringent air quality standards for particulate pollution, in order to protect public health: On February 7, 2024, the EPA "strengthened the National Ambient Air Quality Standards for Particulate Matter (PM NAAQS) to protect millions of Americans from harmful and costly health impacts, such as heart attacks and premature death. Particle or soot pollution is one of the most dangerous forms of air pollution, and an extensive body of science links it to a range of serious and sometimes deadly illnesses. EPA is setting the level of the primary (health-based) annual PM2.5 standard at 9.0 micrograms per cubic meter to provide increased public health protection, consistent with the available health science." See <a href="https://www.epa.gov/pm-pollution/final-reconsideration-national-ambient-air-quality-standards-particulate-matter-pm">https://www.epa.gov/pm-pollution/final-reconsideration-national-ambient-air-quality-standards-particulate-matter-pm</a> While the region may now be in attainment status for PM2.5, after years of being designated as nonattainment or maintenance, the SEA did not acknowledge that EPA had long proposed the tighter 9.0 ug/m3 standard. This is important for several reasons. First, the SEA acknowledges that the project will cause PM2.5 pollution to increase by 3% compared to the No Build option. Second, the failure of the SEA to adequately address the large increase in vehicle miles	<p>Based on the most current designations, the project area is not located in a PM2.5 nonattainment or maintenance area. As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>Although additional PM2.5 analysis is not required, the levels of PM2.5 were modeled as part of an emissions burdens analysis that KYTC and ODOT prepared to further evaluate air quality considerations for Refined Alternative I (Concept I-W). The emissions burdens analysis modeled the levels of PM2.5 and other pollutants in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios using the travel demand models for the project's approved certified traffic. When the 2050 build scenario is compared to the 2050 no-build scenario, PM2.5 is anticipated to be less or approximately the same in Campbell and Hamilton counties. In Kenton County, PM2.5 is anticipated to be slightly greater (2.8 percent) due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). However, the 2.8 percent difference in PM2.5 emissions is less than the associated 3.4 percent difference in vehicle miles of travel in Kenton County. In addition, PM2.5 in Kenton County is anticipated to decrease by 85.1 and 84.6 percent when the 2050 no-build and build scenarios are compared to the 2020 existing scenario, respectively. Since the future scenarios are anticipated to have a substantial decrease in</p>	<p>Particulate Matter (4.6.3)</p> <p>Emissions Burdens Analysis (4.6.5)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>traveled as a result of induced travel demand means that its estimates of the impact of the project on air pollution, including PM2.5 are too low. Third, the reported annual PM2.5 concentration for Cincinnati for 2021 was 10.0 ug/m3 , which is 11% more than the level which the EPA has determined is necessary to protect human health. Fourth, air monitoring results for PM2.5 are available at IQAir, and as of 3 pm on February 19, 2024, the concentration of PM2.5 was 11 ug/m3. This is 22% above the standard that EPA has established to protect public health. The agencies' projection that traffic volumes on the corridor will increase by about 50% over roughly the next decade also needs to be factored in here. An accurate assessment of the project's impact on air pollution, including proper consideration of induced travel demand, and the dramatically increased future traffic volumes predicted by the agencies is essential to determine the actual impacts of the project. This has not been done.</p>	<p>emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>During construction, KYTC and ODOT will develop and implement an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals. As described in Section 4.11.7 of the supplemental EA, the program will monitor levels of PM2.5, nitrogen dioxide, and carbon monoxide during construction activities. If the data show that air quality levels are approaching a concern level that may result in an exceedance of the 24-hour National Ambient Air Quality Standard (NAAQS) for PM2.5, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM2.5, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected. Additional details related to the ambient air quality monitoring program will be determined during detailed design, including locations, times, and durations of air quality monitoring; protocols to address any exceedances of the NAAQS should they be observed; and how monitoring and enforcement data will be made available to the public.</p>	
		B-194-15	<p>03/08/2024 - Noise, dust and mobility impacts will not be mitigated to insignificant levels: Continual exposure to traffic noise can cause health effects, including increasing the risk of depression., Orban E, et al., "Residential road traffic noise and high depressive symptoms after five years of follow-up: results from the</p>	<p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their current noise manuals and policies and the certified traffic projections prepared for the project. The A-weighted decibel (dBA) is accepted by FHWA, KYTC, and ODOT as the preferred sound weighting method for assessing human exposure from traffic noise. Where noise impacts were identified,</p>	Noise (4.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Heinz Nixdorf Recall Study,” Environ. Health Perspect. 124:578- 585; It is therefore critical that noise and health risks, and any racial or environmental disproportion of them, be assessed. The SEA admits at pages 192-193 that there are numerous areas along the project corridor that will be affected by noise levels higher than the agencies’ established standards. Furthermore, while the SEA indicates that noise barriers were considered for several of those impacted sections of the corridor, there were areas that will be significantly impacted by increased noise for which effective noise barriers could be designed and installed, but the agencies do not plan to instruct them because of the cost. That includes, for one example, the Cincinnati Job Corps Training center west of the highway. (SEA p. 194). That alone contradicts the finding of no significant adverse impact. Noise impacts are also likely to be more significant than the SEA predicts because of the agencies’ projection of considerable growth in traffic volumes and SEA’s inadequate consideration of induced travel demand.</p>	<p>noise barriers were evaluated to determine if they were feasible. Under KYTC’s noise policy, a noise barrier is feasible if it provides a minimum 5 dBA reduction for at least three of the impacted receptors. Under ODOT’s noise policy, a noise barrier is feasible if it provides a minimum 5 dBA reduction for at least 40 percent of the impacted receptors. In addition, the noise barrier must not pose any overriding engineering, constructability, safety, or maintenance issues to be considered feasible.</p> <p>If a barrier was found to be feasible per the applicable noise policy, KYTC and ODOT then evaluated whether the noise barrier was reasonable. A noise barrier is reasonable under each state’s policy if it meets specific noise reduction design goals, is cost effective, and comports with appropriate public engagement. Under KYTC’s noise policy, a noise barrier is considered reasonable if it achieves a noise reduction design goal of 7 dBA for a minimum of 50 percent of the front row benefited receptors and has a cost per benefited receptor of \$40,000 or less. Under ODOT’s noise policy, a noise barrier is reasonable if it achieves a noise reduction design goal of 7 dBA for at least one benefited receptor and has a cost per benefitted receptor of \$56,000 or less. For the cost reasonability calculation, areas other than single-family residences were converted into an equivalent number of receptors based on the receiver’s use. A noise barrier must be found to be both feasible and reasonable in accordance with 23 CFR part 772 and the applicable state noise policy to be recommended for construction. If a noise barrier is found to be feasible and meets the noise reduction design goals and cost-effective reasonableness criteria, KYTC and ODOT will then coordinate with the property owners and tenants who would benefit from the barrier before making the final decision about whether it will be built.</p> <p>As a result of the noise studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood</p>	



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				<p>outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky. Noise/visual screening barriers do not meet one or more of the reasonability criteria but are proposed enhancements to provide noise reduction above and beyond the requirements of 23 CFR part 772 and the applicable state noise policy.</p> <p>The Ohio analysis evaluated noise levels at several covered pavilions and patio areas with tables at the Cincinnati Job Corps, a location that is referenced by the commenter. Noise barriers were evaluated for the Cincinnati Job Corps and were found to meet the minimum feasible criterion. However, the noise barrier was estimated to cost \$242,640 per benefited receptor, which far exceeds the cost reasonable criterion of \$56,000 per benefitted receptor. Therefore, noise mitigation is not proposed for the Cincinnati Job Corps.</p> <p>The noise studies prepared for Refined Alternative I (Concept I-W) predicted noise impacts at over 2,000 noise sensitive receptors in the project area. Noise barriers or noise/visual screening barriers are not proposed for only 116 of the over 2,000 impacted noise sensitive receptors. Therefore, the large majority of the noise impacts in the project area will be mitigated by proposed noise barriers or receive enhanced sound reduction from proposed noise/visual screening barriers.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the BSB Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise</i></p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p><i>Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p>	
		B-194-16	<p>03/08/2024 - Moreover, the SEA suggests that various mitigation measures will be put in place to reduce the impact of noise, dust, other air pollutants, access and congestion problems and other impacts during the many years of construction. (SEA p. 90)., However, these efforts to minimize these impacts “to the greatest extent practicable” does not suggest, much less demonstrate that these impacts will be “insignificant.” but there is nothing in the SEA to support the conclusion that these harms to nearby residents, students, and businesses from noise, dust, other pollutants and obstacles to mobility during those many years will be mitigated to an “insignificant” level. The SEA admits at page 90 that “ODOT has also committed to restore roadways impacted by increased traffic during construction to pre-construction condition, which will primarily benefit EJ communities. Therefore, the temporary construction impacts will not result in a disproportionately high and adverse effect on EJ populations.”</p> <p>Read that a couple of times. What ODOT admits is that the areas whose roads will be damaged (and congested, and likely gridlocked) during the years of construction are primarily in EJ communities. They will primarily be the ones breathing the extra unhealthy exhaust emissions from cars and trucks that will be routed through their neighborhood. They will primarily be the ones listening to the engine and road noise from those extra vehicles in their neighborhoods. And it will primarily be the</p>	<p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services.</p> <p>Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control. During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through social media, e-newsletters, local media, presentations to local groups, and virtual project updates.</p> <p>A complete list of the environmental commitments incorporated into the project to minimize and mitigate temporary construction impacts is provided in Section 4.11.7 of the supplemental EA.</p> <p>The <a href="#">Environmental Justice Analysis Report</a> evaluated temporary construction impacts on EJ communities. Temporary access and mobility, noise, and air quality</p>	<p>Environmental Justice (4.1.7) Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>roads in their neighborhoods that will be congested and sometimes gridlocked during construction. What has ODOT promised as “mitigation” for all of those adverse impacts? In essence, they are saying: “When the project is finished construction, we will fix the roads we may have damaged or destroyed.” That does not mitigate or reduce or compensate for any of these identified impacts – all it does is fix the roads that will be damaged because of constructing the project. If anything, this alone demonstrates that a finding of no significant impact cannot be issued for this project.</p>	<p>impacts are anticipated during construction, resulting in adverse effects on both EJ and non-EJ communities. Impacts are anticipated to be the most disruptive in the 24 census block groups that are directly adjacent to the project corridor, 12 (50 percent) of which contain minority and/or low-income populations. However, these impacts will be minimized to the greatest extent practicable through proactive communication with local cities and the public and the development of a traffic management plan, maintenance of traffic plans, an incident management plan, a dust control plan and other measures to minimize and prevent discharge of dust, measures to minimize and prevent diesel emissions, an ambient air quality monitoring program, and measures to manage construction noise. These measures will minimize construction-related disruptions in both EJ and non-EJ communities. ODOT has also committed to restore roadways impacted by increased traffic during construction to pre-construction conditions, which will primarily benefit EJ communities. Therefore, the temporary construction impacts will not result in a disproportionately high and adverse effect on EJ populations.</p>	
		B-194-17	<p>03/08/2024 - The SEA Fails to Adequately Address Greenhouse Gas Emissions and Climate Change: The SEA fails to even mention the Greenhouse Gas Emissions from construction – those resulting from producing and transporting the concrete, steel, asphalt, and other materials to the site, fueling the heavy equipment used to demolish existing infrastructure and to construct the billions of dollars of new infrastructure, operating lighting for night construction, and the like. Those emissions will be front-loaded, occurring during the first 4-8 years, and those emissions will remain in the atmosphere for as long as a century and will continue to cause additional</p>	<p>Traffic projections for the BSB Corridor Project were updated during the preparation of the supplemental EA. The comment appears to potentially reference traffic projections from prior studies.</p> <p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA’s MOVES, which is USEPA’s official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p>	<p>Greenhouse Gases and Climate Change (4.7)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>warming year after year, adding to the resulting climate change impacts.</p> <p>With respect to greenhouse gas emissions from use of the expanded highway corridor, the SEA's failure to adequately account for the induced travel that will result from the expanded highways renders its estimates unreliably low. The reductions over time in the agencies' projected emissions result from factors entirely independent of this project -- federal fuel efficiency and exhaust emission standards and gradual replacement of current vehicles by newer vehicles with lower emissions. However, they project dramatically higher volumes of traffic in the future in this corridor than currently exist, an increase in daily traffic volume by 50% by 2035 from volumes in 2017-2021 and admit that the preferred alternative will result in 1.7% more traffic than the no build scenario. Moreover, the impacts of climate change are not limited only to those living in the immediate vicinity of the emission sources, and climate change has been recognized by both state and federal governments as disproportionately impacting low-income and minority communities.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary air quality impacts during construction.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-194-18	<p>03/08/2024 - Traffic projections used to justify the need for a new 10-lane bridge are unreliable and absurd: Wildly inaccurate traffic projections are being used to justify a boondoggle project that only exacerbates the harms that were inflicted on minority communities when the Interstate was first constructed. Here is a graph showing in red, the highway agencies' predictions for daily automobile counts on the Bridge, and comparing the projections with the actual history of traffic counts there.</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the</p>	<p>Purpose and Need (2.) Traffic (3.8)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>[The comment included a chart titled: Brent Spence Bridge Average Daily Automobile Count.]</p> <p>Daily automobile traffic grew from about 160K in 2005 to almost 180K in 2014, then dropped to about 135K in 2015, recovered to about 160K by 2017, and then declined again to a about 150K in 2021 and 2022, for a net decrease of about 6% over 17 years.</p> <p>[The comment included a table of traffic projections from various sources for various years.]</p> <p>The SEA says virtually nothing about the disruption caused by the pandemic, or that transformative changes had taken place over the last three plus years. The upheaval in living, working, shopping, recreating, and traveling, or any effects that all this might have in the long term on the need for expanding highways through the Cincinnati area is barely mentioned. Nor is there anything in the SEA, or its Appendices, that reflects any significant effort to assess the nature and size of current and likely future travel behaviors that would change the expected traffic demand on this corridor. This is an issue of great magnitude, rendering the agencies' astonishingly high future traffic projections even more arbitrary and unreasonable. Nor does the SEA discuss alternative methods, much less best practices, to reduce VMT, even if traffic volumes were to return to pre-pandemic levels. Increasing transit is clearly one method. Research shows that even relatively small declines in single occupancy vehicle travel - due to even modest shifts to transit - can significantly reduce traffic congestion. (Emily Badger, "A Little More</p>	<p>no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p> <p>The Initiative considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, transit alternatives would not meet the project purpose and need and are not considered to be a reasonable alternative for the BSB Corridor Project.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			Remote Work Could Change Rush Hour a Lot," New York Times (June 11, 2021)).		
		B-194-19	<p>03/08/2024 - The failure to consider tolling to reduce congestion and eliminate/reduce the need for adding lanes. The stated purpose of this highway expansion project is to reduce congestion along the Brent Spence Corridor, allegedly justified by the agencies' inflated projections of increased future traffic demands. Neither ODOT nor OKI discuss the use of tolling or congestion pricing in a no-build scenario in their consideration of alternatives to this project. The Federal Highway Administration Office of Operations promotes congestion pricing as a "way of harnessing the power of the market to reduce the waste associated with traffic congestion." ("Welcome to the FHWA Congestion Pricing Website." Federal Highway Administration Office of Operations. <a href="https://ops.fhwa.dot.gov/congestionpricing/">https://ops.fhwa.dot.gov/congestionpricing/</a>) While Kentucky state law may prohibit the use of tolling to finance an expansion project of this type ("a development agreement or financial plan"), no regulation exists which would prohibit the use of tolling for congestion relief in a no-build scenario. Tolling on the Ohio side of the Bridge, where Kentucky law does not apply, was not considered, making the agencies' consideration of alternatives fatally deficient. Use of tolling as a financing mechanism occurred in a similar project in Louisville, and the charging of tolls resulted in a significant decrease in traffic across a previously un-tolled river crossing. Evidence in the field of urban planning, including direct experience in the state of Kentucky, supports the use of congestion pricing or tolling as a "reasonable alternative" to highway widening for congestion</p>	<p>Previous tolling studies conducted by KYTC and ODOT indicate tolling the BSB Corridor would not meet the project purpose and need due to unmet travel demand. In addition, tolling would cause traffic diversion in local communities. The studies showed increased traffic primarily on the bridges crossing the Ohio River in the immediate vicinity of the cities of Covington, Cincinnati, and Newport with lower traffic diversion to I-275. During previous tolling studies for the BSB Corridor Project, local interests concentrated primarily in northern Kentucky expressed concern about the impacts of tolling and associated traffic diversion. In response to these concerns, the Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. Therefore, tolling the existing BSB is not considered to be a reasonable alternative for the BSB Corridor Project, and the project does not include tolling.</p>	Funding (1.2.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>relief, and no consideration of this alternative has been made in the development of the BSCP. Even if tolling might not eliminate the need for some highway improvements, it would certainly eliminate the need to build a new 10-lane bridge across the Ohio River.</p>		
		B-194-20	<p>03/08/2024 - Stormwater and water quality impacts of the project have not been adequately considered. This project proposes to add almost 40 miles of highway lane miles, plus uncounted miles of on and off ramps, in a corridor with the Ohio River at its center. The SEA assures us that this will reduce flooding and water quality impacts. The EPA raised concerns about increased chlorides and metals in runoff from an expanded highway. See SEA Part 2, page B160. However, as far as we could tell, the SEA contains not a word about the impacts on water quality of salting all of this additional roadway during winter snow or ice storms. Nor does it mention the increased toxic pollution from tire wear, brake wear, and other particulate and toxic pollutants from the increased traffic that the highway expansion will bring to this corridor. When it rains, these pollutants will add to the pollutant loads in the River. Fine particulates from tire wear, sometimes described as tire dust, have been found to be particularly toxic to various species of fish, at extremely low concentrations. See: "Tyre dust: the 'stealth pollutant' that's becoming a huge threat to ocean life," The Guardian, July 25, 2022, (available at: <a href="https://www.theguardian.com/environment/2022/jul/25/tyre-dust-the-stealth-pollutant-becoming-a-huge-threat-to-ocean-life">https://www.theguardian.com/environment/2022/jul/25/tyre-dust-the-stealth-pollutant-becoming-a-huge-threat-to-ocean-life</a>), and "How tyre emissions hide in plain sight," Emissions Analytics, (available at</p>	<p>The design, construction, and maintenance of the BSB Corridor Project will be in accordance with applicable water quality regulations. ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, providing vegetative swales in the BSB corridor in Ohio would require additional impacts to surrounding properties. Therefore, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the</p>	<p>Design Criteria (3.4) Utilities (4.12.1) Permits (4.15)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p><a href="https://www.emissionsanalytics.com/news/how-tyre-emissions-hide-in-plain-sight">https://www.emissionsanalytics.com/news/how-tyre-emissions-hide-in-plain-sight</a>).</p> <p>The addition of so many lane miles of high-traffic roads, and the induced traffic that that will create, will result in considerable extra tire wear during the lifetime of the expanded highway, and the SEA has not considered the impact of this at all.</p>	<p>I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p> <p>Finally, KYTC and ODOT have incorporated environmental commitments into the project that require the resident engineer and contractor to develop BMPs prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period.</p> <p>Impacts to water quality will also be addressed as part of the Section 401 Water Quality Certification and the National Pollutant Discharge Elimination System permitting processes.</p>	
		B-194-21	<p>03/08/2024 - The Highway Expansion Would disturb or destroy habitat of several protected bat species. The SEA states at p. 139 regarding the federally protected gray bat:</p> <p>“Refined Alternative I (Concept I-W) will disturb or remove 4.38 acres of riparian forested habitat, which will result in the loss of potential foraging areas for the gray bat. Effects caused by the removal of this habitat will be offset by the minimization and mitigation measures described below. Therefore, the effect determination for the proposed project is “may affect, not likely to adversely affect” the gray bat.”</p> <p>The SEA at page 139 further states regarding the federally protected Indiana bat</p> <p>”Approximately 90.00 acres of forested habitat that will be removed by Refined Alternative I (Concept I-W) may serve as foraging or maternity areas for Indiana bats, including</p>	<p>The measures incorporated into the project’s environmental commitments to minimize and mitigate the effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat that are described in the supplemental EA and quoted by the commenter. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p>	Threatened or Endangered Species (4.2.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>74.20 acres in Kentucky and 15.80 acres in Ohio.”</p> <p>...</p> <p>Given the nature of the project, its location, and the commitment to adhere to seasonal tree clearing restrictions (described in the minimization and mitigation measures below), the effect determination for the portion of the proposed project in Kentucky is “may affect, and likely to adversely affect” the Indiana bat.</p> <p>...</p> <p>The clearing of 15.80 acres of suitable wooded habitat is all located within 100 feet of the edge of pavement. Seasonal tree clearing commitments described in the minimization and mitigation measures below will minimize impacts to Indiana bat habitat in Ohio. Therefore, the effect determination for the portion of the proposed project in Ohio is “may affect, but not likely to adversely affect” the Indiana bat.””</p> <p>At pages 139-140, it states regarding the federally protected northern long-eared bat (NLEB):</p> <p>“Refined Alternative I (Concept I-W) will disturb or remove 90.00 acres of forested habitat for the NLEB . . . Seasonal tree clearing commitments described in the minimization and mitigation measures below will minimize impacts to NLEB habitat. Therefore, the effect determination for the proposed project is “may affect, not likely to adversely affect” the NLEB.”</p> <p>The US Fish and Wildlife Service has proposed to list the tricolored bat (<i>Perimyotis subflavus</i>) as a federally endangered species. At page 141, the SEA states:</p> <p>“Refined Alternative I (Concept I-W) impacts approximately 90.00 acres of wooded habitat</p>	<p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p> <p>KYTC and ODOT prepared a <a href="#">Biological Assessment (October 2022)</a> outlining the anticipated impacts and proposed avoidance, minimization, and mitigation measures for Refined Alternative I (Concept I-W). The U.S. Fish and Wildlife Service (USFWS), and USFWS concurred with the findings of the <a href="#">Biological Assessment</a> and determined that the requirements of Section 7 of the Endangered Species Act have been fulfilled. FHWA also coordinated with USFWS regarding the project’s effects on the tricolored bat. The Commonwealth of Kentucky does not require formal coordination with state agencies for threatened or endangered species. In Ohio, a <a href="#">Level 1 Ecological Survey Report (OH)</a> (October 2022) was coordinated with USFWS, the U.S. Army Corps of Engineers (USACE), the Ohio Department of Natural Resources (ODNR), and the Ohio Environmental Protection Agency (OEPA). No comments were received from USFWS, USACE, and OEPA. ODNR concurred with the effect findings for state listed species and the measures incorporated into the project to minimize and mitigate effects to state listed species.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>that may contain suitable roosting habitat for the tricolored bat, including approximately 74.20 acres in Kentucky and 15.80 acres in Ohio.</p> <p>...</p> <p>impacts to the tricolored bat are primarily anticipated to result from the removal of the 90.00 acres of wooded habitat that may potentially serve as summer maternity, roosting, and foraging habitat. Measures incorporated into the project to avoid, minimize, and mitigate impacts to the Indiana bat, the NLEB, and the gray bat will similarly reduce and minimize the likelihood of potential project impacts to the tricolored bat . . . FHWA has determined that the project may affect but is not likely to jeopardize the continued existence of the tricolored bat, nor will it result in the destruction or adverse modification of critical habitat proposed to be designated for the species."</p> <p>In summary, the SEA acknowledges that the removal of 90 acres of forested habitat is likely to adversely affect the Indiana bat in Kentucky, may affect the tricolored bat but is not likely to jeopardize the continued existence of the tricolored bat, and asserts that it is not likely to adversely affect the gray bat in Ohio or the NLEB. The SEA admits that clearing 90 acres of forested bat habitat may affect each of these federally protected species (and it would seem, the additional state protected little brown and tricolored bats). There is a real difference between on the one hand, committing to do the tree clearing consistent with a number of measures to reduce impacts (pages 145-147) and making a contribution to a bat supporting organization – and on the other hand, demonstrating that these minimization or</p>		

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			mitigation measures would actually reduce adverse impacts to being “insignificant.”		
		B-194-22	03/08/2024 - A Civil Rights Complaint Regarding This Project is Pending. The Coalition filed a Civil Rights Act, Title VI Complaint with the Highway Administration regarding this project on January 23, 2023, Complaint 2023-0134. A letter with additional information was submitted to the Office of Civil Rights on May 10, 2023. Copies of the Complaint and of the later submission are attached to these comments, as they are relevant to the SEA's discussion and conclusions regarding socioeconomic impacts, equity, and environmental justice. We respectfully suggest that it would be inconsistent for the FHWA to issue a finding of no significant impact and/or a record of decision regarding this project while a Civil Rights investigation regarding the project is pending.	The supplemental EA was prepared pursuant to NEPA. The FHWA Office of Civil Rights is responding to the referenced correspondence as part of a separate process.	N/A
		B-194-23	03/08/2024 - Adoption of Comments by Other Organizations. We agree with and adopt the comments submitted by the Sierra Club Miami Group Ohio Chapter, and by Bridge Forward in response to the SEA, without repeating and setting them forth in this document.	KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the organizations and groups referenced by the commenter, prior to FHWA making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-194-24	03/08/2024 – Conclusion. For all of the above reasons, we submit that the Spence Brent Bridge Corridor Project, Refined Alternative 1-W, would result in significant impacts to the natural and human environments, and that the	The supplemental EA has been prepared consistent with Title 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Supplemental Environmental Assessment does not demonstrate that approval of the Project would result in no significant impacts to the environment. As a result, the agencies are required to prepare a full Environmental Impact Statement, and to take necessary “hard look” at the entire range of issues raised by the Project.</p>	<p>commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
B-195	Meyer, David	B-195-1	<p>03/08/2024 - Thank you for all the hard work and time being spent on this very important project. Generally, I am very supportive of the project happening and the public money being spent. The current corridor infrastructure has many flaws that I believe the latest design will significantly improve. The addition of freeway safety shoulders, the return of land to the City of Cincinnati, the improvement of overpass and underpass crossings for active transportation users are all fantastic. That said, I also believe the latest design has shortcomings that I hope will be addressed. I believe the project is oversized, and shrinking it will have significant benefits now and into the future.</p> <p>The southbound 75 exit to Seventh Street currently shows 2 freeway lanes exiting from the mainline (shown in blue in Exhibit A). This</p>	<p>Existing and historic traffic counts for the Brent Spence Bridge (BSB) were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the <i>Ohio Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>may have made sense pre-pandemic, but it no longer does. I am aware that the 7<sup>th</sup> Street exit will take on the traffic from the 5<sup>th</sup> Street exit which is being eliminated. However, data from ODOT's website shows the following:</p> <ul style="list-style-type: none"> <li>• 2018, 5<sup>th</sup> Street – AM peak hour = 620, rest of the day 250 per hour with no PM peak</li> <li>• 2018, 7<sup>th</sup> Street – AM peak hour = 1100, rest of the day 200 per hour with no PM peak</li> <li>• 2021, 5<sup>th</sup> Street – AM peak hour = 425, rest of the day 225 per hour with no PM peak</li> <li>• 2021, 7<sup>th</sup> Street – AM peak hour = 550, rest of the day 200 per hour with no PM peak</li> </ul> <p>Pre-pandemic one freeway exit lane would have worked for the existing AM peak traffic, but it's understandable that normal traffic growth could justify a second lane. Post pandemic, the proposed two exit lanes make no sense. Due to the office to residential conversions occurring downtown it is almost inconceivable that we could return to pre-pandemic AM peak traffic volume levels. Because of more people living downtown, leased office space would likely need to be higher than pre-pandemic levels to generate pre-pandemic level traffic. Traffic may have increased from 2021, but at the very least a new count should be collected to see where volumes are right now. Please consider removing a lane from southbound 75 to 7<sup>th</sup> Street. This reduced lane can carry back to the Western Hills Viaduct connecting to the existing 5 SB lanes instead of growing to 6 lanes.</p> <p>I think the southbound exit ramp is the most pronounced example of local traffic being overestimated. But the trend likely exists for all downtown exits in Cincinnati and Covington. Really a revisit to all local traffic projections and lane analyses is warranted.</p>	<p><a href="#">Interchange Modification Study Addendum</a> (December 2023), and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips).</p> <p>The <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-195-2	<p>03/08/2024 - It is also my opinion that thru traffic lanes should be reduced as well. This is less based on data, and more based on policy and principle. I am aware that lots of work has gone into regional travel demand models for this project. However, instead of expanding freeways for traffic growth, we should be focusing on alternative modes of travel for the future.</p> <p>I'm going to focus on I-75 because I feel the 2 freeway lanes in each direction for I-71 through the project area is appropriate. I-75 is becoming an 8-lane freeway north of I-74. I don't have significant issue with this, but I also feel that if there's 8 lanes of travel demand, then there's enough travel demand to support public transit on that corridor. Same with I-71/75 in Kentucky. We need to implement meaningful public transit along this corridor so that it is never necessary to go to a 10-lane (or more) freeway. Sure, it will require lots of planning and it won't be cheap, and it won't take off right away. But if we start soon and do it well, it will be robust enough in 20 years to prevent the need for that 5<sup>th</sup> lane in each direction. Considering ODOT is spending over \$900 million to go from 6 lanes to 8 lanes – the money spent on public transit will be well worth it to prevent another two decades of construction and expense.</p> <p>This speaks to the BSB project because it is apparent that the BSB corridor is being designed for 40+ years of growth. But designing for that much growth shouldn't be necessary because we should instead be planning and building robust public transit for our busiest corridors. Three through lanes on I-75 in each direction over the bridge is too many. Please consider reducing it to two</p>	<p>Traffic operational analysis for Refined Alternative I (Concept I-W) used certified traffic projections for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit alone would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lane continuity in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level.</p>	<p>Purpose and Need (2.)</p> <p>Traffic (3.8)</p> <p>Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>through lanes in each direction. The separating of local traffic will allow two exclusive I-75 lanes to function acceptably today, and the public transit implementation will prevent it from failing in the future.</p>	<p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-195-3	<p>03/08/2024 - In the southbound direction is it possible to connect the I-75 thru lanes to the local bridge lanes immediately south of the 5<sup>th</sup> Street overpass, as shown in magenta in Exhibit A? This would be a right lane drop exit where only two I-75 lanes would continue onto the new bridge. If possible, I feel there are significant advantages to this. In the current design the Covington exits are combined with the downtown Cincinnati exits at a split at Ezzard Charles. This early exit will add Covington to very crowded signage that will be easy for drivers to miss. Instead the split at Ezzard Charles should only be for for US 50 and all Cincinnati exits (7<sup>th</sup>, 3<sup>rd</sup>, 2<sup>nd</sup>). Then the left three I-75 SB lanes would simply be signed "I-75 South to Kentucky". After that the right hand lane drop happens which is signed "All Covington Exits". This is much more intuitive for drivers. Also, as I mentioned, I feel there</p>	<p>The receipt of Exhibit A, which shows schematically the connection and changes in lane use described by the commenter, is acknowledged. The suggested connection would present geometric, constructability, and cost concerns due to the need to build an additional bridge over multiple ramp roadways in a highly constrained area. In addition, the required roadway grades and addition of another merge between the areas where US-50 and I-71 merge into the southbound collector-distributor system would present additional safety concerns. As a result, the connection and associated changes in lane use described by the commenter would not meet the project purpose and need, and they are not recommended for further consideration.</p> <p>The project will install new signing on I-71/I-75 throughout the project area. The design and locations of highway signs, including signing and wayfinding for the collector-distributor roadway system, will be finalized during</p>	Design Criteria (3.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>should only be two I-75 lanes on the new bridge. However, the Covington lane drop exit would provide a relief valve for thru 75 for the few times that congestion may occur. This would make the new bridge 8 lanes instead of 10 (reducing the cost).</p>	<p>detailed design and in accordance with current design standards and guidelines.</p>	
		B-195-4	<p>03/08/2024 - See Exhibit B for 71/75 suggestions in Covington. I won't write a lot here because this email is already super long. Removing a thru lane from I-75 is recommended and will reduce the truly staggering number of lanes in Covington. Separating the Cincinnati local exits from the Covington local exits will make things more intuitive – same as recommended in the previous paragraph for SB 75. Some local access lane reductions are recommended as well. Altogether, the lane reductions will reduce the impact to adjacent properties including Goebel Park.</p>	<p>The receipt of Exhibit B, which shows schematically the suggested changes in Covington, is acknowledged. The suggested new exit would result in additional property impacts and costs due to the need to widen the bridge over West 12<sup>th</sup> Street, West 11th Street, and West Pike Street in Covington. The number of lanes on the mainline interstate and the collector-distributor system were vetted and confirmed using updated traffic projections in the <a href="#">Interchange Modification Study Addendum</a>. Therefore, the suggested changes in Covington that are described by the commenter would result in greater impacts and costs and would not meet the project purpose and need; therefore, they are not recommended for further consideration.</p> <p>The project will install new signing on I-71/I-75 throughout the project area. The design and locations of highway signs, including signing and wayfinding for the collector-distributor roadway system, will be finalized during detailed design and in accordance with current design standards and guidelines.</p>	<p>Design Criteria (3.4)</p>
		B-195-5	<p>03/08/2024 - These recommended lane reductions have the great side effect of reducing the cost of the project. The leftover money can be diverted to smaller local safety projects which tend to have a greater impact and ROI towards the current critical Vision Zero goals. I'm really hoping that these lane reductions will be meaningfully considered. The smaller footprint along with the proposed overpass and underpass crossings for active transportation users will result in a much better</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked with the City of Covington and the City of Cincinnati to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunhumby USA headquarters, reducing shoulder widths to match updated design</p>	<p>Purpose and Need (2.) Additional Refinements (3.3) Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			context sensitive design for the project. I'm certainly happy and willing to discuss these ideas further.	<p>criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; and minimizing the footprint of the interstate system to maximize potential developable space.</p>	
<b>B-196</b>	Zaffer, Alexis Kidd	B-196-1	03/08/2024 - Greetings Members of Council, On behalf of Seven Hills Neighborhood Houses, please find attached our support letter for the Bridge Forward project proposal. As mentioned in our proposal last week, Seven Hills believes that this project is critical to West End Renewed. This is also one project that various organizations within our neighborhood agree upon. We hope you will join all of us and support the Bridge Forward project.	<p>The comment consists of a copy of an email (dated March 8, 2024) and a letter (dated March 6, 2024) that were directed to the Cincinnati City Council indicating support for concepts developed by Bridge Forward. Therefore, no response, other than to document the attachment as received, is provided.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the City of Cincinnati and Bridge Forward, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p>	Public Hearing (5.5)
<b>B-197</b>	Zaffer, Alexis Kidd	B-197-1	03/08/2024 - Attached is the support letter provided by Robert Killins Jr.	The comment references and includes a letter dated March 7, 2024 that was directed to the Cincinnati City	Public Hearing (5.5)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Council indicating support for concepts developed by Bridge Forward. Therefore, no response, other than to document the attachment as received, is provided.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the City of Cincinnati and Bridge Forward, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p>	
B-198	Beltran, Daniella	B-198-1	<p>03/08/2024 - I am a Cincinnati resident and urban planning professional. I have been following this project and appreciate the revisions and updates made to minimize the amount of land dedicated to vehicular travel. I question the traffic projections that are based on assumptions that as population increases so does personal vehicle ownership and use at an equal rate. On the contrary, population increases make public transit and alternative modes more feasible and efficient.</p>	<p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected population and employment growth incorporated into OKI's regional travel demand model. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year</p>	Traffic (3.8)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				2049, with a few minor exceptions during peak travel periods.	
		B-198-2	03/08/2024 - I recognize a new bridge is needed. I ask that ODOT and project participants seriously consider and incorporate the concepts posed by the Bridge Forward campaign, specifically those that describe ways to build a street grid to connect Downtown Cincinnati with Queensgate and the West End. The original construction of I-75 did a tremendous amount of harm to these formerly dense neighborhoods. It is imperative that this reconstruction project create new connections that allow place building. New gridded streets enable development and cohesion. This is critical to the future of this region.	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. In addition, ODOT is continuing to coordinate local connections with the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Features incorporated into Refined Alternative I (Concept I-W) address many of the priorities articulated by Bridge Forward, including minimizing the footprint of the highway; using the interstate primarily as an efficient processor of regional, through traffic; providing a network of safe, multimodal streets for local traffic; and using only modern, progressive engineering practices.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be</p>	<p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary (January 2024)</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-198-3	03/08/2024 - Current designs also lack dedicated and protected space for micro-mobility. E-bike, scooters, hoverboards, and I expect soon enough golf carts are and will be ways that people get around the Cincinnati area. All of us taxpayers who don't own personal vehicles deserve to safely make use of public streets. Please incorporate dedicated space for this existing range of users.	Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Westside, Mainstrasse, Lewisburg, Botany Hills, and Covington Central Business District (CBD) neighborhoods in Kentucky and the Cincinnati CBD Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks. These accommodations will also support other forms of micromobility within the project area.	Travel Patterns and Access (4.1.4)
B-199	Gressley, David	B-199-1	03/08/2024 - I would like to see two infrastructural amenities included with the Brent Spence Bridge:	Due to design and maintenance considerations, trees will not be planted on the new companion bridge. Areas within the interstate right-of-way will be vegetated in accordance	Visual Resources (4.9)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>1. Include as much green space for trees as possible in all buffer areas and be the first interstate bridge that allows for trees to be planted in an allée across the Ohio River. See this link for possibilities:  <a href="https://www.minnpost.com/cityscape/2023/02/better-design-can-reduce-the-useof-road-salt-preventing-pollution-in-minnesotas-water/">https://www.minnpost.com/cityscape/2023/02/better-design-can-reduce-the-useof-road-salt-preventing-pollution-in-minnesotas-water/</a></p>	<p>with the KYTC <i>Standard Specifications</i> and the ODOT <i>Construction and Material Specifications</i>. ODOT and KYTC will continue coordinating with the Ohio, Covington, and Fort Wright/Fort Mitchell Aesthetic Subcommittees to finalize landscaping plans in those portions of the Brent Spence Bridge (BSB) Corridor.</p>	
		B-199-2	<p>03/08/2024 - 2. Design the bridge with provisions to add a light rail link so Metro's rail link will be able to serve Covington and northern Kentucky if we should ever get such a luxury.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, passenger rail would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p>	Purpose and Need (2.)
B-200	Laber, Ryan	B-200-1	<p>03/08/2024 - Bridge Forward Cincinnati ("Bridge Forward" and/or "BF") is communicating 40 comments, which are the opinions of multiple BF members, regarding the draft SEA. The comments have been compiled into this consolidated letter. We ask that each individual comment be given its due consideration and response, and that the</p>	<p>Each point outlined in the Bridge Forward Cincinnati letter dated March 8, 2024 is provided a response below.</p>	N/A



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			totality of the comments considered together result in new environmental commitments for the Project.		
		B-200-2	<p>03/08/2024 - Introductory Comments</p> <p>1. Currently, the Brent Spence Bridge Corridor ("BSBC") in the urban core of Cincinnati is an infrastructure barrier, which "can be defined as all forms of transport infrastructure that reduce or remove opportunities for movement from one location to another," including highways. There are no local street east-west connections between the CBD and Queesgate, anywhere between 3<sup>rd</sup> Street and the 6<sup>th</sup> Street Expressway, and all of the east-west connections between the 6<sup>th</sup> Street Expressway and Linn Street to the north take the form of high-speed directional ramps. There are only three accessible pedestrian connections between 3<sup>rd</sup> Street and Linn Street, which are located along the high-speed ramps of the 6<sup>th</sup> Street Expressway, the 7<sup>th</sup> Street Viaduct, and the 8<sup>th</sup> Street Viaduct, and these pedestrian connections average over a third of a mile in length each from block to block.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75. In addition, ODOT is continuing to coordinate local connections with the City of Cincinnati.</p>	<p>Travel Patterns and Access (4.1.4)</p>
		B-200-3	<p>03/08/2024 - 2. As currently proposed, the Project does nothing to alleviate this infrastructure barrier in the area just discussed; no new east-west connections in this area are proposed; the barrier remains for the lifespan of the Project.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.	
		B-200-4	03/08/2024 - 3. It is well-documented that the local host neighborhoods of the Project are socio-economically and environmentally challenged. See the letter submitted by Bridge Forward dated 3/4/23 (pdf pages 16-38, especially pdf pages 23-25) as well as communications from the Coalition for Transit and Sustainable Development (“CTSD”) and other groups. As noted in the BF letter, Census Tract 2 bordering the Project is even considered to be a Transportation Disadvantaged Census Tract by USDOT. Infrastructure barriers cause harm to their host communities, by cutting off people and business from opportunities of all kinds. This reality applies to the BSBC host communities too. Leaving the BSBC infrastructure barrier in place ensures continued harm done to the local host community for the lifespan of the Project.	Refined Alternative I (Concept I-W) meets the project purpose and need. Refined Alternative I (Concept I-W) maintains all existing vehicular connections across I-75 in Ohio. Refined Alternative I (Concept I-W) also incorporates the following features to maintain and enhance pedestrian and bicycle connections in Ohio: a reconstructed sidewalk on 3 <sup>rd</sup> Street; a new shared-use path on 6 <sup>th</sup> Street; maintaining the existing 7 <sup>th</sup> Street connection to Gest Street with a new shared-use path connecting to Central Avenue; a new shared-use path on 8 <sup>th</sup> /9 <sup>th</sup> Street; a new sidewalk, shared-use paths, and/or bike lanes on Linn Street; a connection between Freeman Avenue and West Court Street via a sidewalk and a new pedestrian bridge; a new sidewalk and shared-use path on the Ezzard Charles Bridge; and reconstructed sidewalks and buffered bike lanes on Liberty Street, Findlay Street, Bank Street, and Harrison Avenue.	Travel Patterns and Access (4.1.4)
		B-200-5	03/08/2024 - 4. Accordingly, the SEA must consider the long term effect of the Project, rather than just the impact of the Project. Coming rulemaking from the Council on Environmental Quality (CEQ) emphasizes effect, asking for stronger consideration of long-term impacts. For this Project, which will be in service for likely 100 years, and which will cost taxpayers nearly \$4 billion, the long-term environmental effects that BF is raising must be considered paramount.	The supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of	Introduction (1.) Environmental Commitments (Section 6. and ES-Table II)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p> <p>The supplemental EA evaluates the potential direct, indirect, and cumulative effects of the entire 7.8-mile BSB Corridor Project. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p>	
		B-200-6	<p>03/08/2024 - 5. As is well-documented, the construction of the original BSBC in Cincinnati's urban core contributed to the displacement of over 25,000 residents – most of whom were Black –and to the shuttering of hundreds of businesses, resulting in widespread destruction of community and familial wealth. The Project is the first massive reinvestment in the same Corridor and is inextricably linked to the past history of the Corridor. There is an obligation to affirmatively right some of these past wrongs.</p>	<p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to minority and low-income (environmental justice) populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including environmental justice (EJ) populations and non-EJ populations.</p> <p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as</p>	<p>Environmental Justice (4.1.7) Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p>	
		B-200-7	<p>03/08/2024 - 6. Bridge Forward is a pro-build, pro-bridge, pro-Project group, because we believe affirmative action to correct the existing BSBC infrastructure barrier is obligatory for ensuring just environmental conditions for the local host communities of the BSBC.</p>	<p>No response to this comment, other than to acknowledge the priorities of the Bridge Forward group, can be provided.</p>	N/A
		B-200-8	<p>03/08/2024 - 7. However, we believe that the Project, from its conception, has not taken seriously enough the need to correct the existing infrastructure barrier. For example, during discussion of how the Project will impact the adjacent transportation disadvantaged communities –which are located within Cincinnati’s urban core adjacent to the region’s economic engine, the CBD – the BSMT’s MPDG application narrative (pdf pages 167-195) states that the Project will “reduce barriers to local economic opportunity, including for disadvantaged communities, through better connections [via the interstate] to regional job</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to benefit surrounding communities, such as reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor, and providing new and improved pedestrian and bicycle infrastructure that will improve</p>	<p>Purpose and Need (2.) Additional Refinements (3.3) Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>opportunities” (application page 14; pdf page 184). And, “I-75 directly connects disadvantaged neighborhoods in Covington and Cincinnati to the greater region and key employment centers, education facilities, and health/cultural institutions” (application page 17; pdf page 187). Instead, BF believes that the Project is obligated to better serve local residents by delivering a context sensitive design that reverses the existing BSBC infrastructure barrier, unlocking opportunities, for instance, that local residents could, but for the BSBC barrier, walk to. We feel this would be a stronger proposal than the provision of a means, via the interstate, to exit the local neighborhood quickly.</p>	<p>access in and between the neighborhoods in the project area.</p> <p>Some of the design-build contract objectives that KYTC and ODOT will consider during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	
		B-200-9	<p>03/08/2024 - 8. Furthermore, Cincinnati’s urban core is landlocked, with the Ohio River to the south, Mt. Adams’ topography to the east, a National Historic District which limits new construction to the north, and the BSBC to the west. In fact, the BSBC in Cincinnati’s urban core occupies roughly 55 acres of extremely valuable real estate that is not being put to its highest and best use, thereby limiting the economic potential of the region and specifically the impacted host communities discussed above. Fortunately, in the BSMT’s MPDG application (pdf pages 167-195), there is a commitment to support “sustainable development patterns” (application page 2; pdf page 172), as well as a commitment to “support integrated land use, economic development and transportation planning” (application page 15; pdf page 15). To honor these commitments, we ask for flexibility and an innovative approach during the design phase of the Project to ensure that substantial additional</p>	<p>Based on coordination with the City of Cincinnati, Refined Alternative I (Concept I-W) incorporates minor reconfigurations to the 2<sup>nd</sup> Street, 3<sup>rd</sup> Street, 4<sup>th</sup> Street, 5<sup>th</sup> Street, 6<sup>th</sup> Street, and 7<sup>th</sup> Street ramps in downtown Cincinnati that will open up approximately 10 acres of land for potential redevelopment and/or public use. Based on further coordination with the City, ODOT has committed to building a wider bridge on Ezzard Charles Drive over I-75. The widened bridge will provide an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City. ODOT and the City will develop cost sharing and maintenance agreements prior to construction.</p> <p>One of the design-build contract objectives that KYTC and ODOT will consider during the evaluation of innovation concepts is minimizing the footprint of the interstate system to maximize potential developable space. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract</p>	<p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			land be returned to the City from the BSBC's sprawling footprint.	objectives, and have support at the local level may be incorporated into the project.	
		B-200-10	03/08/2024 - 9. However, current Project plans show that there has been no update to the horizontal alignment of the I-75 mainline. Instead, the planned mainline continues to unnecessarily bow/bend to the east immediately adjacent to the CBD, despite years of engagement from our group asking for additional innovation and additional land returned. If innovation with respect to the mainline alignment is limited, benefits in terms of land returned will also be limited.	<p>The design of Refined Alternative I (Concept I-W), including the layout of the interstate mainline and the ramp network in downtown Cincinnati, was developed in accordance with the most current versions of the KYTC <i>Highway Design Guidance Manual</i> and the ODOT <i>Location and Design Manual</i>.</p> <p>Some of the design-build contract objectives KYTC and ODOT will consider during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	<p>Design Criteria (3.4)</p> <p>Future Design Refinements (3.7)</p>
		B-200-11	<p>03/08/2024 – Comments Related to Public Involvement</p> <p>10. Bridge Forward has been proactive in reaching out to the community to discuss the Project and the implications and opportunities therein. We have done so consistent with standards established in USDOT's October, 2022, Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, and with the USDOT's September, 2023, Equity Action Plan 2023 Update. In the later publication, it is stated that: "Agencies are often focused on compliance when it comes to public involvement. Measures of inputs, such as number of meetings, are not distinguished</p>	<p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	<p>Public and Stakeholder Involvement (5.1)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>from measures of impacts, such as changes to a proposed plan or project.” That has not been the case with Bf. We began our outreach efforts with community members in early 2021, even approaching Cincinnati Mayoral candidate Aftab Pureval at that time. And, we have updated our thinking and our proposed vision for this project based on input from multiple community members. The following are a few documented instances of community engagement by BF and community support for BF:</p> <ul style="list-style-type: none"> <li>a. Multiple presentations to Community Councils, resulting in letters of support from the West End Community Council, Camp Washington Community Council, Over-the-Rhine Community Council, Downtown Residents’ Council Inc., Mt. Auburn Community Council, and Columbia Tusculum Community Council, as well as a letter of support from important West End institution Seven Hills Neighborhood D558Houses (pdf pages 196-208).</li> <li>b. Multiple community meetings and meetings with important local institutions documented in our 4/24/23 Community Engagement &amp; Participation Plan (pdf pages 209-555).</li> <li>c. A large town hall held at Messer Construction’s headquarters in the West End on 3/4/23.</li> <li>d. Bridge Forward is supported in the Cincinnati Metropolitan Housing Authority’s Choice Neighborhood Plan sponsored by the US Department of Housing and Urban Development.</li> <li>e. Community Conversation Event, attended by about 150 people, held at Union Terminal on June 21, 2023.</li> <li>f. Supported by the Cincinnati Regional Business Committee (CRBC).</li> </ul>		

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>g. Over 800 letters of support sent in support of the Bridge Forward vision, including Westway Emails and Cincinnati Process Improvement Emails, which were organized by members of the Bridge Forward coalition (see pdf pages 556-687 for letters of support sent since the last batch of letters released to the BSMT on 10/30/23 and therefore not yet included in the Public Involvement Summary).</p> <p>h. Gave (4) presentations to the Cincinnati Council Committee on Climate, Environment, &amp; Infrastructure (“CE&amp;I”) during 2023.</p> <p>i. 36 of 64 (56%) of public comments given to CE&amp;I at City Hall in 2023 were explicitly in support of BF.</p> <p>j. Online survey with 374 total responses informing the BF vision (see pdf pages 688-1120 for survey responses submitted since the last batch of survey responses released to the BSMT on 2/21/23 and therefore not yet included in the Public Involvement Summary). The vast majority of respondents want local government to represent their interests in the Project, and the vast majority of respondents agree that “with funding secured, take the time to get the design right before starting construction.”</p> <p>k. BF has been substantially featured in multiple news articles (see pdf pages 1121-1329).</p> <p>l. The Bridge Forward public involvement effort has been a herculean effort, made in good faith, to attempt to improve the environmental impact of the Project for the local Cincinnati community in addition to the needs of regional through traffic, worthy of a nearly \$4 billion investment of taxpayer money.</p> <p>[The comment included a photograph with the caption: Bridge Forward Cincinnati meeting on</p>		

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>3/4/23 at Messer Construction’s headquarters in the West End neighborhood of Cincinnati.]</p> <p>[The comment included three photographs with the caption: Three photos taken during the community Conversation Event at Union Terminal on 6/21/23.]</p>		
		B-200-12	<p>03/08/2024 - 11. In contrast, we do not feel that the BSMT, especially in Ohio, has been adequately receptive to public involvement. Bridge Forward has filled the void. As stated in the SEA, “the project was placed on hold in 2015, with no substantial public comments received between 2015 and 2021” (SEA page 269). Since then, the SEA documents public involvement in two main camps: those who support the BF, pro-build concept of reduced footprint and increased connections, and those who want a no-build solution. Starting in 2021 with a letter from the West End Community Council dated 10/25/2021, and as conveyed above, the wider BF coalition and supporters at large have made herculean efforts to engage with the BSMT in good faith to develop a concept that addresses the express desires and needs of the community. Unfortunately, the only committed outcomes from this public involvement documented in Section 5.1.2 of the SEA are related to the return of approximately 10 acres of land (which is discussed below), restoration of roadways damaged during construction, a wider bridge on Ezzard Charles (which we applaud but which has never been a focus of BF), and a commitment to re-evaluate design concepts. As will be discussed below, we believe hard commitments, not commitments to re-evaluate, in response to public involvement are required before the approval of this SEA.</p>	<p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted EJ/neighborhood outreach meetings; and holding 2 open-house style project update meetings. KYTC and ODOT have evaluated and responded to all comments received during the project’s development.</p> <p>Members of the public were also provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the greater Cincinnati/Northern Kentucky area.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p> <p>Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, additional developable land, additional noise and noise/visual screening barriers, measures to reduce flooding and combined sewer</p>	<p>Future Design Refinements (3.7)</p> <p>Public and Stakeholder Involvement (5.1)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

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				<p>overflows, new and improved multimodal facilities, and aesthetic features. Throughout the project's development, the public offered additional feedback and suggestions. KYTC and ODOT have incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the additional comments and feedback that were gathered, including the refinements referenced by the commenter. These refinements are incorporated into the environmental commitments for the project.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have also held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	
		B-200-13	<p>03/08/2024 - 12. There are two clear instances where the concerns of citizens who have spoken up in favor of the BF vision were minimized. On July 28, 2023 an ODOT spokesperson said "Bridge Forward's proposal will be treated as one of the hundreds of public comments that have been received." And, on September 6, 2023, an ODOT spokesperson says that ODOT "plan[s] to engage the Walsh Kokosing team with all public comments. Bridge Forward is one of those public comments." The BF vision is significant because it resonates with so many concerned citizens – and in fact the stated goals of the IJJA – and therefore should not be minimized.</p>	<p>KYTC and ODOT have considered and prepared responses to all public comments, including several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p>	<p>Future Design Refinements (3.7) Public Comments (5.1.1)</p>

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		B-200-14	03/08/2024 - 13. Additionally, in late 2022, an ODOT project manager told the Vice President of the West End Community Council that ODOT “believes BF is only two guys” and that BF – and therefore its constituents as well – were being treated accordingly.	KYTC and ODOT have considered and prepared responses to all public comments, including several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a> . During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.	Future Design Refinements (3.7) Public Comments (5.1.1)
		B-200-15	03/08/2024 - 14. The SEA correctly states some of BF’s goals (minimizing footprint; using interstate for regional through traffic; providing safe multi-modal streets for local traffic; using progressive engineering practices), but other BF goals previously communicated directly from BF (see 3/4/23 letter) as well as from our members and supporters in the Westway Emails and Cincinnati Process Improvement Emails are absent from the SEA discussion. These goals are: a. Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; b. Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; c. Maximize the amount of walkable street frontage that is conducive to street facing development within and adjacent to the project footprint; d. Incorporate, in the adjacent communities, of features/elements that serve to memorialize the historic lower West End neighborhood and the systematic displacement of tens of thousands of Black residents, in part, to make way for I-75’s construction through the City of Cincinnati; (i) We applaud commitment #31 in the SEA; thank you. e. Minimize the number of lane miles using	KYTC and ODOT acknowledge the priorities of the Bridge Forward group. All comments received from Bridge Forward and its members and supporters, including the Westway Emails and the Cincinnati Process Improvement Emails, were considered. Details regarding how those concerns are addressed were provided in the supplemental EA and the <a href="#">Public Involvement Summary</a> . The <a href="#">Public Involvement Summary</a> includes copies of Bridge Forward comments in Appendix K, the Westway Emails and the detailed response prepared by KYTC and ODOT in Appendix L, and the Cincinnati Process Improvement Emails in Appendix N.	Public Comments (5.1.1)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			high-speed directional ramp; and f. Achieve best expenditure of public dollars measured in life-cycle return on investment.		
		B-200-16	03/08/2024 – 15. In fact, BF has always been clear about the major tenants of our vision. In the Working Position Paper – which was never represented as either a final product or as an engineering proposal – there are renderings of the Columbus, Ohio, Columbus Crossroads/Downtown Ramp Up project at I-70 and I-71. BF is not a radical group. We have simply wanted to see the best practices being implemented in other parts of the country and being discussed by leaders such as Secretary Buttigieg implemented in our local community. We see that the type of vision BF has been promoting is demonstrably possible by ODOT District 6’s own work in Columbus. Cincinnati deserves the same quality work as Columbus is receiving.	No response to this comment, other than to acknowledge the vision of the Bridge Forward group, can be provided.	N/A
		B-200-17	03/08/2024 - 16. On June 21, 2023, Bridge Forward volunteers staffed a Community Conversation Event, attended by about 150 people, held at Union Terminal on June 21, 2023. Prominent national figures presented in a panel discussion, including former FHWA Chief Council and current Partner at Venable LLP, an environmental law firm in DC, Fred Wagner, as well as former FHWA Deputy Administrator and current Livability Director at Minnesota DOT, Gloria Jeff. Then a public forum-style conversation was had among attendees. Leaders of the BSMT as well as the local FHWA were invited to attend by BF members and by a Cincinnati City Councilmember, but they affirmatively declined to attend, which was very disappointing (see pdf pages 1337-1342).	The meeting referenced by the commenter was privately sponsored and was not an official project meeting for the BSB Corridor Project. Representatives from FHWA, KYTC, and ODOT did not attend.	N/A

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-200-18	<p>03/08/2024 - 17. Following a good amount of communication in early 2022 between BF and the BSMT, BF heard very little if anything from the BSMT; until, on October 5, 2022, ODOT released a pair of feasibility studies of BF concepts to the press as press releases. This pair of feasibility studies/press releases are labeled “Response to public comment – Working Position Paper: Redesign of the Brent Spence Bridge Project” and “Response to public comment – Brent Spence Bridge Project – Reconnecting Cincinnati Westway Design Improvements” in the project record. No BF members were consulted during the review of BF concepts nor during the preparation of the feasibility studies. However, the press releases had been pre-coordinated with the Cincinnati Regional Chamber (see pdf page 107). The BSMT had decided to coordinate design change efforts with the Chamber instead of with BF. The press releases did not explore opportunities to achieve the general goals of the BF vision, but instead assigned undue engineering constraints to the overall concepts presented by BF members (e.g. a 4<sup>th</sup> Street overpass over I-75). The handling of these feasibility studies damaged BF’s reputation publicly. It seems this action by the BSMT was designed to limit public engagement – by concerned citizens, businesses, and governments – in support of BF-style visions for the Project.</p>	<p>All comments received from Bridge Forward were considered. Details regarding how those concerns were addressed are provided in the supplemental EA and the <a href="#">Public Involvement Summary</a>. As referenced by the commenter, KYTC and ODOT prepared detailed responses to several of the concepts submitted by Bridge Forward and made them publicly available. Due to public interest in the concepts being put forth by Bridge Forward, the public was notified that responses to comments had been posted on the project website.</p> <p>Representatives from government agencies, community groups, and businesses with vested interests in the project area also provided feedback on the BSB Corridor Project through the Project Advisory Committee. ODOT coordinated with the Cincinnati USA Regional Chamber of Commerce and other members of the Project Advisory Committee throughout the project’s development. KYTC and ODOT will continue to coordinate with the Project Advisory Committee to provide project updates and gather feedback during design and construction of the project.</p>	<p>Public Comments (5.1.1)</p> <p>Local Agency Coordination (5.2)</p>
		B-200-19	<p>03/08/2024 - 18. In response, BF submitted a letter dated 3/4/23 to the FHWA. Included in this letter were rebuttals to the two feasibility studies, pointing out undue assumptions and lack of foundation in conclusions made in the studies. Still, the SEA includes verbatim language from the two feasibility studies under</p>	<p>Responses to the subtopics listed by the commenter are provided below.</p> <p>a. KYTC and ODOT have considered substantial design improvements throughout the project’s development, and substantial refinements have been incorporated into Refined Alternative I (Concept I-W). KYTC and ODOT will</p>	<p>Project History (1.2)</p> <p>Alternatives (3.)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>the sections titled Bridge Forward Coalition, Westway Emails, and Refinements Considered and Dismissed (SEA pages 270, 272, and 278-279). Therefore, we are resubmitting the 3/4/23 letter and its appendices (see pdf pages 16-166). Within the context of the entire 3/4/23 letter, the following subtopics of that letter should each be considered as individual comments to the SEA, as opinions of BF:</p> <p>a. III/A. The Project's decade-old FONSI has commonly been cited as reason why substantial design improvements cannot be considered.</p> <p>b. III/B. The City of Cincinnati was advised that it could not obtain Project Cooperating Agency status.</p> <p>c. III/C. ODOT released incomplete analyses of Bridge Forward's vision to the press, without first engaging with Bridge Forward.</p> <p>d. III/D. Favored organizations have invited to participate in the project development process, while Bridge Forward and other community groups have intentionally been excluded.</p> <p>e. III/E. November 10, 2022, press conference mischaracterizes the scale recent ODOT-led of design improvements.</p> <p>f. III/F. Timing of the Project's environmental process does not allow for subsequent changes in the Project development process or the Project's design direction.</p> <p>g. III/G. During public engagement meetings, the Project has been advertised as "set in stone."</p> <p>h. III/H. Outreach to neighborhoods has been inadequate.</p> <p>i. III/I. Foundational EIS and traffic forecasts were disregarded when developing Certified Traffic for the Project.</p> <p>j. III/J. IIJA and Justice40 priorities are not being addressed.</p>	<p>continue to consider design refinements during the evaluation of innovation concepts for the Phase III progressive design-build contract.</p> <p>b. The City of Cincinnati does not meet the requirements for a cooperating agency for the BSB Corridor Project because it does not have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for a major federal action that may significantly affect the quality of the human environment. On May 26, 2023, FHWA issued additional participating agency invitations to local agencies, including the City of Cincinnati, which accepted the invitation.</p> <p>c. ODOT considers all public comments and releases responses to public comments on a monthly basis and at key public involvement milestones (such as the conclusion of the targeted EJ/neighborhood outreach, the open-house project update meetings, and the public hearings).</p> <p>d. KYTC and ODOT have coordinated with representatives from government agencies, community groups, and businesses with vested interests in the project area. These coordinating efforts include the activities of the Project Advisory Committee (PAC). The PAC was formed early in the project development process (during the development of the 2012 EA/FONSI) to better align the project with regional and community needs. The role of the PAC is to review various components of the project and offer feedback to allow the views of the community to be addressed as the project is developed and implemented. The PAC members act as liaisons between their respective organizations and communities and the project team. The PAC also assists with distributing information provided by the project team to their respective community members. All PAC meetings are open to the public, and the public is provided the opportunity to offer comments during each PAC meeting. As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held</p>	<p>Future Design Refinements (3.7)</p> <p>Traffic (3.8)</p> <p>Disadvantaged Communities (4.1.9)</p> <p>Public and Stakeholder Involvement (5.1)</p> <p>Participating &amp; Cooperating Agencies (5.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>k. IV/A. Consider appointing a special project coordinator/liaison of national importance to be heavily involved in the Project.</p> <p>l. IV/B. Launch independent analyses of the items listed herein to help provide the BSMT and the selected DBT with as much useful and timely information as possible.</p> <p>m. IV/C. Include the specific procurement language listed herein in an addendum to the current Request for Proposals (RFP) for a design-build team (DBT).</p>	<p>multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. No community groups have been excluded from providing feedback on the BSB Corridor Project.</p> <p>e. The press conference referenced by the commenter was held in conjunction with the City of Cincinnati to announce refinements incorporated into the project to open up approximately 10 acres of land for potential future redevelopment and/or public space. No response to this comment, other than to acknowledge the opinion expressed therein, can be provided.</p> <p>f. The timing of the project's environmental process has not unduly constrained project development activities. KYTC and ODOT began preparing a supplemental EA in 2021, and the NEPA process is anticipated to conclude in April 2024. Public involvement will continue to occur during the design and construction of the project.</p> <p>g. The project has not been advertised as set in stone. KYTC and ODOT have encouraged public feedback and have incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to comments and feedback that were gathered.</p> <p>h. Opportunities for local communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods. Residents of local neighborhoods were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the greater Cincinnati/Northern Kentucky area. Public involvement will continue to occur during the design and construction of the project.</p>	



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				<p>i. KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record.</p> <p>j. KYTC and ODOT evaluated the effects of Refined Alternative I (Concept I-W) on disadvantaged communities to address the priorities of the Infrastructure Investment and Jobs Act and the Justice40 Initiative. The results of the analysis were documented in a <a href="#">Socioeconomic Technical Report (January 2024)</a> and summarized in the supplemental EA.</p> <p>k. Officials and staff at all levels of FHWA, KYTC, and ODOT have been heavily involved in the BSB Corridor Project.</p> <p>l. All comments received from Bridge Forward were considered by qualified ODOT staff and their engineering consultants. Independent analysis was not required. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a>. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.</p> <p>m. The objectives incorporated into the progressive design-build contract reflect several of the ideas offered by Bridge Forward. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-200-20	<p>03/08/2024 - 19. Still, the BSMT utilized a similar tactic on August 29, 2023, in response to a BF coalition engineer's initial pass at a designed manifestation of the BF vision: releasing a negative feasibility study directly to the press. This is not how a typical, productive, or good-faith design process is conducted. That day, the Cincinnati Enquirer published an article about the feasibility study (see pdf pages 1301-1303). The article concluded with a quote from then-Ohio House Representative Bill Seitz: "The burden would now seem to fall on the Bridge Forward people to come up with the extra money and to answer the issues around constructability." Instead, we ask for the BSMT to work with us in a productive and transparent manner to determine solutions to issues such as constructability. A community group of stakeholders should not be expected to answer for technical questions such as constructability concerns.</p>	<p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project and have dedicated the personnel and provided technical expertise necessary to examine and respond to Bridge Forward Concepts. Due to public interest in the concepts being put forth by Bridge Forward, the public was notified when responses to comments were posted on the project website.</p>	<p>Public Comments (5.1.1)</p>
		B-200-21	<p>03/08/2024 - 20. BF disagrees with the assessment in the SEA that two design refinements must be dismissed. The two design refinements are: "Depress I-75 and extend local streets across the highway to form an urban street grid" (SEA page 278) as well as "Cap I-75 through downtown Cincinnati and the West End neighborhood" (SEA page 279). Many of the statements in the SEA justifying such dismissal are overly broad or dependent upon undue design constraints. A thorough examination of this type of hurried conclusion within a feasibility study is provided in the 3/4/23 letter, section III/C (see pdf pages 27-29) as well as its referenced Exhibits G and H (see pdf pages 119-159). In the case of the SEA, on SEA page 279, it is stated that: "Building a freeway cap by lowering I-75 would</p>	<p>The information provided in the supplemental EA accurately responds to the comments that were received during public involvement activities. During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration. Bridge Forward's latest concepts incorporate an extension of 5<sup>th</sup> Street in downtown Cincinnati; therefore, this concept will be evaluated during the innovation period.</p>	<p>Future Design Refinements (3.7) Public Comment Outcomes (5.1.2)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>avoid the need for retaining walls [supporting either I-75 or Western or Winchell Avenues]; however, the interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines.” However, in working with Fischer Management and Kaskaskia Engineering, we understand that a local 5<sup>th</sup> Street overpass, connecting the east and west sides of the BSBC is indeed feasible. We believe, therefore, there has been insufficient study of design alternatives forming the conclusion of this SEA. And, given the early engagement of our group and the submission of our letter over a year ago, we believe that timeline cannot be a barrier to a transparent, good-faith investigation of design improvements.</p>		
		B-200-22	<p>03/08/2024 - Comments Related to City of Cincinnati and Hamilton County Involvement 21. The BSMT has, for a very long time, touted the fact that “KYTC and ODOT have closely coordinated the project with the City of Cincinnati” (SEA page 273). However, it seems to BF that the BSMT has decided to closely coordinate specifically with the City’s Department of Transportation &amp; Engineering (“DOTE”), but not with other relevant areas of City government such as City Council, Community Councils, the Department of City Planning, the Community and Economic Development Department, and the Office of Environment &amp; Sustainability. The Project, having a nearly decade-long construction schedule and costing taxpayers nearly \$4 billion, demands a more holistic partnership with the City. This is critical too, because we have been advised by the BSMT that it is the</p>	<p>ODOT’s primary point of contact for transportation projects within the City of Cincinnati has been, and will continue to be, the Cincinnati Department of Transportation and Engineering (DOTE). Through this coordination, KYTC and ODOT have been informed that the Cincinnati DOTE is coordinating with other city departments and providing consolidated feedback on the project to KYTC and ODOT. KYTC and ODOT have considered all input provided by the City of Cincinnati.</p>	<p>Local Agency Coordination (5.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			City that must speak for the public interest on this Project.		
		B-200-23	<p>03/08/2024 - 22. We do agree that the BSMT leadership and DOTE leadership have coordinated closely (see pdf pages 1333-1359). However, in the few weeks leading up to the submission of this letter, members of BF have met with multiple City Councilmembers to discuss the BF vision. These City Councilmembers expressed concerns about the BF vision that they say were communicated to them directly by ODOT. These concerns included statements that the BF concept would necessarily “shut down I-75 for a year during construction” and that the BF concept would “cost an extra \$500 million.” The Cincinnati Mayor has repeated similar concerns to BF, and he has therefore viewed BF as an annoyance rather than as a coalition of constituents representing the views of Project stakeholders. BF members have received no such warnings of these precise cost or maintenance of traffic concerns from the BSMT. The latest figures we have been provided indicate a cost premium for the BF concept of around \$100M. And, even if these cost and maintenance of traffic concerns communicated by Councilmembers were true, they are certainly outdated. If the concerns are based on initial renderings of the BF concept produced by BF volunteers, the BF concept has been advanced by Kaskaskia Engineering and communicated to the BSMT by Fischer Management. We hear from Governor DeWine that the State is awaiting further direction from Council5, but Council has not been honestly kept up to date on the current status of the BF concepts by the BSMT. Additionally, Councilmembers, who are supposed to set the</p>	<p>KYTC and ODOT were not parties to the conversations or impressions referenced by the commenter; therefore, no response, other than to document the comment as received, can be provided. As the commenter points out, ODOT has closely coordinated with the City of Cincinnati. ODOT’s primary point of contact for transportation projects within the City of Cincinnati has been, and will continue to be, the Cincinnati DOTE. KYTC and ODOT have considered all input provided by the City of Cincinnati.</p>	<p>Local Agency Coordination (5.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			policy of the City, should not be expected to make technical engineering trade-off decisions based on incomplete analyses; they should be invited to dictate desired Project outcomes and objectives first, then be updated on implications subsequently.		
		B-200-24	03/08/2024 - 23. DOTE has said that it is relying heavily on its Advisory Committee (distinct from the BSMT's Project Advisory Committee) to receive input on the Project. However, a review of Advisory Committee meeting minutes as well as FOIA requests (see pdf pages 1360-1375) indicate that very little, if any, actionable input is received from the Advisory Committee members and then passed along to the BSMT. No substantial opportunity to influence the process has been afforded to the Advisory Committee members. It seems that only a handful of the 15 Committee members attend each monthly meeting.	The Advisory Committee referenced by the commenter was established by the Cincinnati DOTE and is independent of KYTC and ODOT activities on the BSB Corridor Project. Therefore, no response, other than to document the comment as received, can be provided.	N/A
		B-200-25	03/08/2024 - 24. Similarly, the recommended design change that DOTE released on 10/19/23, adding a one-way frontage road to the east side of I-75 and adding one intersection on the west side of I-75, was positive in that it indicated some degree of design and cost flexibility. It also indicated that DOTE is aware of the BF constituency. However, as far as BF can tell (again based on FOIA requests, see pdf page 1363), there was not a public demand for the 10/19/23 proposal. Also, no members of Council were alerted to this proposal before it was released to the press and to the BSMT, although BF had been presenting at the CE&I multiple times in the weeks leading up to 10/19/23.	The recommended design changes that are referenced by the commenter were submitted as potential innovation concepts for the progressive design-build contract and are being evaluated as part of the innovation period for that contract. KYTC and ODOT were not parties to the activities referenced by the commenter; therefore, no response, other than to document the comment as received, can be provided.	Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-200-26	<p>03/08/2024 - 25. In neither the SEA nor any of the Pubic Involvement Summary documents is there a mention of the City of Cincinnati's resolution dated May 10, 2023. The resolution is included on pdf pages 1376-1389. Why has this important resolution been excluded entirely? The resolution resolves to:</p> <p>a. "advocate for ODOT to consider additional improvements throughout the existing progressive design-build process that could further reduce the width of the total right-of-way, streamline and reduce the footprint of downtown entry/exit points, improve existing pedestrian and bicycle access and safety, and potentially return additional developable land or greenspaces to public use, including reviewing and considering various innovative concepts submitted to ODOT," and</p> <p>b. "supporting and encouraging efforts to explore the feasibility of additional proposals with the understanding that this once-in-a-century infrastructure project will impact the future of Cincinnati's growth and development for decade to come," and</p> <p>c. "request... ODOT report back to Council on the outcome of ODOT's evaluation of the cost, feasibility, and other pertinent considerations of alternative proposals, including that shown on Attachment A," and</p> <p>d. "copies of this resolution be ... provided to [ODOT], [KYTC], and [FHWA]"</p> <p>In response, has the BMST responded to Council with an evaluation of multiple proposals achieving the aims set forth, as requested? In doing so, we hope it is understood that Council should not expected to provide engineered solutions, only desired outcomes and objectives.</p>	<p>The resolution referenced by the commenter was not received as a public comment on the BSB Corridor Project; therefore, it was not expressly included in the supplemental EA or the <a href="#">Public Involvement Summary</a>. Several objectives incorporated into the progressive design-build contract are in line with the objectives outlined in section a of the resolution. These include building the project with a context sensitive design that fits within the community; maximize the public investment in the project by minimizing the footprint; minimizing the footprint of the interstate system to maximize potential developable space; improve neighborhood connectivity across the interstate; and minimizing physical intrusion and impact. KYTC and ODOT will evaluate innovation concepts submitted by the City of Cincinnati during the innovation period for the progressive design-build contract.</p> <p>The remaining sections of the resolution will be addressed as part of the evaluation of innovation concepts. When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as the City of Cincinnati, the City of Covington, the city of Park Hills, the City of Fort Wright, the City of Fort Mitchell, Hamilton County, and Kenton County and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process.</p> <p>When KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the rationale for the decision.</p>	<p>Future Design Refinements (3.7)</p> <p>Public Comments (5.1.1)</p> <p>Ongoing Public &amp; Stakeholder Coordination (5.6)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-200-27	<p>03/08/2024 - 26. Similarly, in neither the SEA nor any of the Pubic Involvement Summary documents is there a mention of the Hamilton County Board of Commissioner's resolution dated June 15, 2023. The resolution is included on pdf pages 1390-1393. Why has this important resolution been excluded entirely? The resolution resolves "support for assessing all options to reclaim additional and for community and economic purposes throughout the BSBC; ... advocate[s] for improvements throughout the existing progressive design-build process that could further reduce the width of the total needed project right-of-way, streamline and reduce the footprint of downtown entry/exit points, improve existing pedestrian and bicycle access and safety, minimize the impact on the County's air, water, and land resources, especially to the broader sewer and stormwater system, and potentially restore additional developable land or greenspaces for public use. This includes reviewing and considering various innovative concepts submitted to ODOT..." In response, has the BMST responded to the Board with an evaluation of multiple proposals achieving the aims set forth, as requested? In doing so, we hope it is understood that Board should not expected to provide engineered solutions, only desired outcomes and objectives.</p>	<p>The resolution referenced by the commenter was provided as a comment during the public comment period for the supplemental EA. As a participating agency for the BSB Corridor Project, the Hamilton County Board of Commissions will receive a formal written response.</p>	<p>Participating &amp; Cooperating Agencies (5.4) Public Hearing (5.5)</p>
		B-200-28	<p>03/08/2024 - Comments Related to Desired Environmental Commitments 27. Bridge Forward believes that groups such as the Sierra Club, the CTSD, and the US EPA have all communicated very serious issues related to the environmental impacts of the Project. Our conclusion is that a net-neutral impact consistent with a FONSI can be achieved if additional environmental</p>	<p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA. KYTC, ODOT, and FHWA will consider all comments received during the public comment period prior to FHWA making a final</p>	<p>Introduction (1.) Public Hearing (5.5)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			commitments are made before the SEA is approved.	decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	
		B-200-29	03/08/2024 - 28. Bridge Forward does feel that the public involvement process conducted by the BSMT has been flawed though, for the reasons conveyed above, and therefore, environmental commitments are required at this time, to ensure that future process flaws do not prevent the realization of the net-neutral impact that BF describes herein.	The public involvement for the BSB Corridor Project has been conducted in accordance with the project <i>Public Engagement Plan</i> and applicable federal and state requirements and guidance.	Public and Stakeholder Involvement (5.1)
		B-200-30	03/08/2024 - 29. Bridge Forward enthusiastically accepts the mandate from multiple – likely even a plurality of – public commentors on this Project who have urged the BSMT to “work with BF” or to “use the BF plan.” BF does represent those commentors as it relates the environmental commitments proposed herein.	As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have also held multiple working sessions with Bridge Forward to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a> . During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration.	Public and Stakeholder Involvement (5.1) Ongoing Public & Stakeholder Involvement (5.6)
		B-200-31	03/08/2024 - 30. Bridge Forward believes the following three design Outcomes, which are feasible per the BF-endorsed Kaskaskia Engineering plans submitted by the Fischer Management Team, must become environmental commitments: a. Realignment of I-75 to reduce interstate and infrastructure footprint, decreasing the width by at least 200 feet compared to alternative I-W; b. Creation of local urban access roads along I-75, from 3 <sup>rd</sup> /4 <sup>th</sup> Street to 9 <sup>th</sup> Street, using	KYTC and ODOT have incorporated an environmental commitment into the project to evaluate concepts submitted by Bridge Forward during the innovation process for the Phase III progressive design-build contract. The concepts described by the commenter will be evaluated during the innovation process. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.	Environmental Commitments (Section 6. and ES-Table II)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>creative solutions to facilitate traffic flow; and</p> <p>c. Establishment of a local street linking 5<sup>th</sup> Street with I-75 access roads on both sides of the highway.</p> <p>Note: a conservative factor of safety has been applied to the quantities in these three Outcomes (e.g. the engineered plans show that the width of the BSBC can in fact be reduced by greater than 200 feet). We have selected these Outcomes because they promise to, in turn:</p> <p>d. Deliver billions of dollars of economic impact as explained in the Karp Strategies study, discussed below;</p> <p>e. Ensure that land returned to the City from the footprint of the existing BSBC is usable and developable, by provision of a local street grid on all sides of the land, ensuring street frontage, pedestrian access, fire truck access, etc;</p> <p>f. Return substantial additional land;</p> <p>g. Remove the BSBC infrastructure barrier and unlock development potential in Queensgate; and</p> <p>h. Reduce walking distance from the CBD to Queensgate, south of 7<sup>th</sup> Street (measured from western edge of acreage returned) from approximately 1,500 feet to 500 feet.</p>	<p>Per 23 CFR § 771.109(b)(1), KYTC and ODOT, in cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental EA and the final environmental decision documents unless FHWA approves of their deletion or modification in writing. FHWA will ensure that this is accomplished as a part of its stewardship and oversight responsibilities.</p> <p>KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring. Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-200-32	03/08/2024 - 31. Furthermore, these Objectives from the PDB procurement document must be translated to environmental commitments, based on all comments received during the public involvement process and based on continued engagement with Cincinnati City Council, the Hamilton County Board of Commissioners, Sierra Club, CTSD, etc: a. Build a project with a context sensitive design that fits within the community; b. Maximize the public investment in the Project by minimizing the footprint/Minimize the footprint of the interstate system to maximize potential developable space; c. Improve neighborhood connectivity across the interstate; d. Provide strong aesthetic value along the project corridor/Improve local road aesthetics when crossing the interstate; e. Minimize physical intrusion and impact; and f. Design for improved quality of life.	The objectives listed by the commenter and several other objectives are reflected in existing environmental commitments in the supplemental EA and incorporated into the progressive design-build contract. KYTC and ODOT will conduct a thorough evaluation of innovation concepts before making any final decisions. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.	Future Design Refinements (3.7)  Environmental Commitments (Section 6. and ES-Table II)
		B-200-33	03/08/2024 - 32. To ensure design flexibility, Scenario Testing must be completed before Certified Traffic is finalized.	The certified traffic for the BSB Corridor Project has been finalized, and the <a href="#">Interchange Modification Study Addendum</a> was approved in December 2023.	Traffic (3.8)
		B-200-34	03/08/2024 - 33. As it relates to the need to provide transit, as related to the communication in the 3/4/23 letter, section III/I (pdf pages 33-34), BF believes that sacrificial slabs should be installed over and along the BSBC wherever it is reasonably imaginable that the Cincinnati Streetcar or other rail transit may be one day routed.	In consideration of feedback provided by the Cincinnati DOTE, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.	Public Hearing (5.5)
		B-200-35	03/08/2024 – 34. As it relates to greenhouse gas (“GHG”) emissions and climate change impacts of the Project, BF believes that (i) by	The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using	Greenhouse Gases and

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>reducing the BSBC footprint thereby creating the opportunity for dense development in the CBD and (ii) by removing the BSBC infrastructure barrier thereby unlocking the dense development potential in Queensgate, smart growth principles will be advanced through the Project, thereby reducing the need for GHG-intensive suburban sprawl and deforestation. Beyond this, BF believes that the BSMT could commit to procuring exclusively low-emission concrete, thus demonstrating demand for this product and driving innovation for it. Additionally, the Project could be designed &amp; constructed according to the Institute for Sustainable Infrastructure's Envision standard.</p>	<p>methodologies discussed and in consultation with the U.S. Environmental Protection Agency (USEPA). The analysis was conducted at a quantitatively high level using USEPA's MOtor Vehicle Emission Simulator (MOVES). MOVES is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>In addition, roadway construction can contribute to the total greenhouse gas footprint of on-road transportation, including emissions from extraction, transportation, and production of roadway construction materials, and emissions from fuel used onsite from construction equipment and vehicles. Construction emissions can also</p>	<p>Climate Change (4.7)</p> <p>Construction Impacts (4.11)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>include greenhouse gas emissions from roadway resurfacing and reconstruction, routine maintenance, and traffic delay resulting from construction activity.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>Avoidance, minimization, and mitigation measures incorporated into the project's environmental commitments will help to address greenhouse gas emissions during construction. These measures include developing detailed traffic management, maintenance of traffic, and incident management plans to minimize traffic congestion; requiring ultra-low sulfur diesel fuel for all diesel-powered construction equipment; prohibiting the burning of any materials on the construction site; minimizing idling time for diesel-powered equipment to the greatest extent practicable; and using solar power for digital signs to the greatest extent possible.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i> .	
		B-200-36	03/08/2024 - 35. As it relates to economic justice for local BSBC host communities, we believe that the positive economic impact of the BF vision will be substantial. Please see the attached economic impact study of the BF vision, prepared by Karp Strategies, showing billions of dollars of impact from our vision (see pdf pages 1394-1438). Additionally, a land value capture scheme benefiting the entire Queensgate and West End neighborhoods – much like the TIF districts extending north-south from the CBD to Over-the-Rhine – could possibly be established, ensuring that the developable Queensgate neighborhood as well as the established West End neighborhood both benefit. Additionally, a community land trust could be established for certain real estate in the area of the BSBC.	During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.	Future Design Refinements (3.7)
		B-200-37	03/08/2024 - 36. We believe the ultimately selected Project design must deliver the best life-cycle value to all stakeholders, consistent with progressive design-build contracting principles. We suggest that the BSMT engage an expert in value-capture schemes to work with Project stakeholders, such as the City of Cincinnati Community and Economic Development Department and The Port, to ensure financing any cost premium associated with desired project outcomes stated above is not an issue.	KYTC and ODOT will be utilizing existing procedures in the development of project cost estimates. Costs will be shared with local governments participating in the cost of the project activities. The funding needed from local governments will need to be identified and provided through the local government practices.	Funding (1.2.1) Cost Estimates (3.6)
		B-200-38	03/08/2024 - 37. On August 28, 2023, ODOT Director Jack Marchbanks stated in a letter: "From an environmental standpoint, ODOT views the Bridge Forward June 2023 concept	Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for Phase III will develop innovation concepts that will be evaluated by KYTC and ODOT.	Future Design Refinements (3.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>as a refinement to the current design, and evaluating this concept is not anticipated to cause a delay.” We appreciate these comments, and we believe that a full and transparent design process must be commenced demonstrating to stakeholders, including BF, the exact design options available that achieve BF vision outcomes and objectives. Honesty, transparency, partnership, and a can-do spirit of ingenuity are crucial going forward.</p>	<p>Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project.</p> <p>When innovations are proposed, KYTC and ODOT will share recommendations with key stakeholders such as the City of Cincinnati, the City of Covington, the City of Park Hills, the City of Fort Wright, the City of Fort Mitchell, Hamilton County, and Kenton County and will gather feedback from local agencies that may be affected by any changes. Each local entity will be responsible for soliciting public feedback on innovations as part of their review and comment process.</p> <p>When KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the rationale for the decision. If an innovation requires additional coordination or reevaluation to meet NEPA requirements, KYTC, ODOT, and FHWA will conduct those activities in accordance with all federal requirements.</p>	
		B-200-39	<p>03/08/2024 - 38. BF regrets that its suggested language for inclusion in the PDB contract, submitted in the 3/4/23 letter, section IV/C (pdf pages 37-38), could not be included in the PDB contract. However, we believe that a fully optimized, transparent, and productive process necessitates commitments consistent with the recommendations of that language, which we hereby include in this comment without repeating it.</p>	<p>Bridge Forward’s comments were considered when establishing the design-build contract objectives for the progressive design-build process.</p>	<p>Future Design Refinements (3.7)</p>
		B-200-40	<p>03/08/2024 - 39. The SEA states that “elected officials in the City of Cincinnati will continue to be afforded opportunities to provide feedback on the project” (page 273). We appreciate that</p>	<p>The public comment period for the supplemental EA concluded on March 8, 2024. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the</p>	<p>Public Hearing (5.5) Ongoing Public &amp; Stakeholder</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			the deadline for additional input for Cincinnati City Council, and hopefully the Hamilton County Board of Commissioners as well, is not 3/8/24, especially since Cincinnati Councilmembers must be updated Bridge Forward volunteers on the current opportunities related to the BF vision, as discussed above.	outcome of the comments received during the public availability period for the supplemental EA. KYTC and ODOT will continue to coordinate the project with local stakeholders to address local concerns as the project moves through the detailed design and construction phases.	Involvement (5.6)
		B-200-41	03/08/2024 – 40. Without a doubt, achieving the Outcomes and Objectives with this Project desired by BF and members of the community, discussed above, will require a spirit of ingenuity, and BF stands ready to be supportive.	No response, other than to acknowledge the commenter's sentiments and support, can be provided.	N/A
<b>B-201</b>	Barnett, David	B-201-1	03/08/2024 - Cincinnati should consider every possibility in the development of green spaces through a full public ODOT/EIS review when opportunities arise like this--a pollution corridor where adjacent neighborhood effects are obvious. The fact that the space may attract beneficial but threatened species, bats among others, plus an opportunity to landscape with native thrivable plants is a huge plus in cumulatively facing threats to our environment and neighborhoods.	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p> <p>All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include a new <a href="#">Quantitative MSAT Analysis Report (August 2023)</a>, a new emissions burdens analysis, updated threatened or endangered species studies and coordination, updated terrestrial habitat assessment, and an updated cumulative effects assessment, among others.</p>	<p>Introduction (1.)</p> <p>Social and Economic Resources (4.1)</p> <p>Terrestrial Habitat (4.2.3)</p> <p>Threatened or Endangered Species (4.2.4)</p> <p>Air Quality (4.6)</p> <p>Cumulative Effects (4.10.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>The supplemental EA evaluates the project’s potential direct, indirect, and cumulative effects on all residents within the project area, including, but not limited to, surrounding neighborhoods, minorities, low-income individuals, older adults, individuals with limited English proficiency, zero-car households, adults with disabilities, and children. In addition, environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. Refined Alternative I (Concept I-W) incorporates measures to avoid, minimize, and mitigate impacts to green spaces in the project area. The project will avoid green spaces surrounding the Firefighters Memorial in Cincinnati. The project was refined to avoid tree removal in the portions of Ezzard Charles Park that are located in existing tree lawns. As part of the mitigation measures for the Goebel Park Complex in Kentucky, KYTC is providing \$100,000 to the City of Covington for the development of a new Goebel Park Master Plan. The new Master Plan will document the future plans, uses, and location of facilities in the Goebel Park Complex, including green spaces. In addition, KYTC and ODOT have worked to incorporate several</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>enhancements to further benefit surrounding communities and potentially provide additional green space. Refined Alternative I (Concept I-W) reconfigures the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati. ODOT has also committed to building an additional 50 feet of green space on each side of the Ezzard Charles Drive bridge over I-75 that could support potential future civic space or retail development by the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build objectives, and have support at the local level may be incorporated into the project. Some of the design-build objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; building the project with a context sensitive design that fits within the community; create best environmental outcomes; and design for sustained quality of life.</p>	
B-202	Northern Kentucky Sierra Club Group	B-202-1	03/08/2024 - It is a known fact that fossil fuel-powered engines in our automobiles and trucks are one of the primary contributors to environmental pollution. Emissions from combustion engines are released into the air while volatile organic chemicals and heavy metals are deposited onto the roadways which end up polluting soils and waterways due to stormwater runoff. These pollutants contribute to greenhouse gas (GHG) formation, smog and more polluted rivers and ground water. Pollution issues are particularly exaggerated in	KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire Brent Spence Bridge (BSB) Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio Traffic Forecasting Manual, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a> (December 2023), and the	Purpose and Need (2.) Traffic (3.8) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>urban areas where there are many highways and the traffic burden is especially heavy.</p> <p>When the Brent Spence Bridge was built in 1963, it was designed to carry 80,000 vehicles per day. Currently, the amount of traffic that crosses the BSB is more than double that amount. This leads to significant traffic congestion due to the convergence of 2 major interstates (1-71 and 1-75), steadily increasing traffic burden and an absence of emergency lanes to clear accidents. The outdated structure of the BSB causes daily traffic backups from Florence, KY to Mitchell Avenue in Cincinnati, OH and beyond. The amount of traffic-related air pollution (TRAP) that is produced daily is not only from the normal flow of traffic, but also from the stop and go/idling traffic when combustion engines produce substantially more pollution per mile than they do at normal highway speeds. Daily TRAP in/around the Brent Spence Bridge places our local population at an increased risk of poor health outcomes and the polluted stormwater runoff impacts our natural environment, including the Ohio River, a major source of aquatic life and drinking water. There is an urgent need to fix the BSB traffic problem.</p> <p>In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. The chief goal of this legislation was to develop a "National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy-efficient manner". The intermodal approach promoted limiting new roads and road-widenings in order to reduce driving, based on the observation that when new</p>	<p>methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. Refined Alternative I (Concept I-W) will reduce bottlenecks by reducing congestion and improving traffic operations throughout the project area. Refined Alternative I (Concept I-W) will also help to provide lane continuity, particularly where it will tie into the Mill Creek Expressway Project to the north and I-71 to the east. In addition, Refined Alternative I (Concept I-W) will rebuild every interchange within the project area, which will help to improve traffic flow on entrance and exit ramps.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a></p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>highways are build or extra lanes are added, more drivers often drive on roads they might have avoided before because of too much traffic. This supports the induced demand theory - adding more lanes reduces traffic congestion in the short term but ultimately draws more cars onto the highways, leading to the same congestion issues. More environmentally friendly traffic solutions include fixing bottlenecks, remove lane reductions, improving on and off ramp traffic flow, promoting ridesharing by creating HOV lanes during high traffic periods and increasing public transportation options. If we wish to reduce pollution and GHG emissions, 1991 ISTEPA said we need to make better use of the road space we already have. We need to travel smarter.</p>	<p>(Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, high-occupancy vehicle (HOV) lanes, and others. The Initiative concluded that, given the amount of traffic in the corridor in the future, any additional lanes on the interstate mainline would be better utilized as general purpose lanes. The Initiative also concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither HOV lanes nor expanded transit would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment (EA). Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-202-2	<p>03/08/2024 - We acknowledge the need for the BSB to be renovated. We appreciate the attempt to minimize the footprint and environmental impact of the project by highlighting Refined Alternative I (Concept I-W). However, there will still be environmental impacts with decreased air quality, increased greenhouse gas emissions and increased</p>	<p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the OKI travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W)</p>	<p>Air Quality (4.6) Greenhouse Gases and Climate Change (4.7) Utilities (4.12.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>stormwater runoff due to increased traffic volume.</p>	<p>is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) incorporates measures that will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) will separate all interstate stormwater runoff in the project corridor from existing combined sewer systems in both Kentucky and Ohio. KYTC has also committed to implementing measures to address surcharging in the Peaselburg neighborhood in Kentucky. ODOT will also include best management practices for water quality treatment in Ohio.</p>	
		B-202-3	<p>03/08/2024 - Additionally, the loss of 2.38 acres of Kentucky wetlands and 74.20 acres of Kentucky terrestrial habitat will affect local wildlife including specific bat populations, mussels, and other native species. Contribution to the Imperiled Bat Conservation fund is not a solution for managing the disruption to the bat population around the BSB. There is no description in the Environmental Assessment of mitigations if nesting peregrine falcons are found on the existing BSB.</p>	<p>Permanent wetland impacts will be mitigated via the KYTC Bath County/Ova Arnett advanced mitigation site or the Kentucky Department of Fish and Wildlife Resources in-lieu fee mitigation program. Permanent stream impacts, including impacts to the Ohio River, will be mitigated via the Licking River Mitigation Bank. Refined Alternative I (Concept I-W) will also implement best management practices for sediment and erosion control to further protect wetlands and streams.</p> <p>Environmental commitments have been incorporated into the project to minimize and mitigate the effects on the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the</p>	<p>Wetlands (4.2.1) Streams and Rivers (4.2.2) Threatened or Endangered Species (4.2.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p> <p>Environmental commitments incorporated into the project include mussel salvage (relocation) within areas of direct impact and appropriate salvage zone buffers that will be conducted per the <i>Ohio Mussel Survey Protocol</i>.</p> <p>No peregrine activity had been observed on the existing BSB in 2021 or 2022. KYTC and ODOT have committed to coordinating with the Kentucky Department of Fish and Wildlife Resources in the spring prior to the rehabilitation of the existing BSB or the demolition of the bridge approaches to address potential nesting of peregrine falcons. If nesting peregrine falcons are found, appropriate measures will be developed in conjunction with the Kentucky Department of Fish and Wildlife.</p>	
		B-202-4	03/08/2024 - There is no description of the best management practices that will be used for managing sediment and erosion control.	<p>Best management practices for sediment and erosion control will be finalized during the project's detailed design phase. Erosion and sediment control will be managed according to the requirements of KYTC's <i>Standard Specifications</i> and ODOT's <i>Construction and Material Specifications</i>, including ODOT's Supplemental Specification 832 <i>Temporary Sediment and Erosion Control</i>. KYTC and ODOT will also manage erosion and sediment control through each state's permitting process for the National Pollutant Discharge Elimination System. Best management practices will also be in accordance with the most current versions of KYTC's <i>Highway Design Guidance Manual</i> and ODOT's <i>Location and Design Manual, Volume 2</i>.</p>	<p>Construction Impacts (4.11) Utilities (4.12.1)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-202-5	03/08/2024 - Air quality will be impacted both during construction and long-term. There are no details in the EA on what the air quality monitoring programs or mitigation strategies will be when air quality is deemed to be poor.	<p>The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p> <p>Temporary dust and air quality impacts are anticipated during construction. To mitigate these effects, KYTC and ODOT will develop and implement a dust control plan and other measures to minimize and prevent discharge of dust in the atmosphere. During construction, measures will also be implemented to minimize diesel emissions and to protect sensitive receptors from impacts of diesel exhaust fumes.</p> <p>During construction, KYTC and ODOT will develop and implement an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals. As described in Section 4.11.7 of the supplemental EA, the program will monitor levels of particulate matter that is 2.5 micrometers or less in diameter (PM2.5), nitrogen dioxide, and carbon monoxide during construction activities. If the data show that air quality levels are approaching a concern level that may result in an exceedance of the 24-hour National Ambient Air Quality Standard (NAAQS) for PM2.5, the 1-hour NAAQS for nitrogen dioxide, or the 8-hour NAAQS for carbon monoxide, then project-related operational and/or mechanical deficiencies will be identified and corrected, as required, if they are determined to be contributing factors. If the data result in any air quality levels that exceed the above-stated NAAQS for PM2.5, nitrogen dioxide, or carbon monoxide that are caused by project-related emissions, then the applicable construction activities will be suspended until the deficiencies are identified and corrected. Additional details related to the ambient air quality monitoring program will be determined during detailed design, including locations, times, and durations of air quality monitoring; protocols to address any exceedances of the NAAQS should they be</p>	Air Quality (4.6) Construction Impacts (4.11)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				observed; and how monitoring and enforcement data will be made available to the public.	
		B-202-6	03/08/2024 - We also must question the necessity for such a large scale for the Brent Spence Bridge Corridor Project as currently proposed, covering 8 miles of interstate highway instead of more limited highway mileage each side of the bridge in addition to the bridge itself. The larger the project scale, the greater we expect the negative environmental impacts during construction. While most citizens are likely well aware of the necessity of upgrading the bridge itself and that highways each side will need significant modifications to accommodate that, most are likely unaware that the proposed project will include expansion and modification of 8 miles of the interstate highway. In Kentucky the expansions and modifications are planned all the way to the Dixie Highway interchange, far from the Brent Spence Bridge itself.	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>An <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Details about the entire 7.8-mile BSB Corridor Project have been provided in public involvement activities throughout the project's development, including in targeted neighborhood outreach meetings held in Fort Wright and Fort Mitchell in Kentucky. Information about the entire 7.8-mile BSB Corridor Project is also provided on the project website: <a href="http://www.brentspencebridgecorridor.com">www.brentspencebridgecorridor.com</a>.</p> <p>Public involvement for the BSB Corridor Project is documented in the <a href="#">Public Involvement Summary (January 2024)</a>.</p>	<p>Purpose and Need (2.)</p> <p>Traffic (3.8)</p> <p>Public and Stakeholder Involvement (5.1)</p>
		B-202-7	<p>03/08/2024 - We support a BSB project that improves the traffic situation AND the conditions of our local environment. So we request that:</p> <ul style="list-style-type: none"> <li>• A study to estimate the anticipated increased volume of traffic be done, based on what we</li> </ul>	<p>Certified traffic projections for the BSB Corridor Project were prepared according to the most current state and federal requirements, guidelines, and practices. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips (including induced trips) in the project area through the</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			assumed and learned from the 1991 ISTEA legislation	year 2049, with a few minor exceptions during peak travel periods.	
		B-202-8	03/08/2024 - • A full Environmental Impact Statement (EIS) be prepared and	The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National Environmental Policy Act determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Introduction (1.)
		B-202-9	03/08/2024 - • Full details of best management practices be disclosed.	Best management practices for sediment and erosion control will be finalized during the project's detailed design phase and according to the requirements of KYTC's <i>Highway Design Guidance Manual</i> and <i>Standard Specifications</i> and ODOT's <i>Construction and Material Specifications</i> , <i>Supplemental Specifications</i> , and <i>Location and Design Manual</i> . Best management practices will also be finalized through each state's permitting process for the National Pollutant Discharge Elimination System.	Ecological Resources (4.2) Construction Impacts (4.11) Utilities (4.12.1)
B-203	Wendel, Richard	B-203-1	03/08/2024 - ODOT should conduct a full Environmental Impact Statement. The previous assessment is out of date, and doesn't reflect the true environmental impact.	The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included	Introduction (1.)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p>	
		B-203-2	<p>03/08/2024 - It simply does not make sense that by widening the highway, the environmental impact will not be significant. There will be more cars, more trucks, and the environment will suffer as a consequence - both from CO2 emissions, and from particulate matter. This will make air quality worse in the Cincinnati area.</p>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) Motor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic. Greenhouse gas emissions (also called carbon dioxide equivalent emissions) were calculated from projected carbon dioxide, nitrous oxide, and methane gas emissions weighted according to the global warming potential of each gas as defined by USEPA in MOVES.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle</p>	<p>Particulate Matter (4.6.3)</p> <p>Emissions Burdens Analysis (4.6.5)</p> <p>Greenhouse Gases and Climate Change (4.7)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p> <p>The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for particulate matter that is 2.5 micrometers or less in diameter (PM2.5). As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p>	
		B-203-3	<p>03/08/2024 - There are so many better ways that could be pursued to address the perceived traffic issue. Either congestion pricing (tolling) or improved public transportation. Both are more much more sustainable, and can be accomplished without 8+ years of construction.</p>	<p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The Brent Spence Bridge (BSB) Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative also concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental Environmental Assessment. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	<p>Funding (1.2.1) Purpose and Need (2.) Travel Patterns and Access (4.1.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-203-4	<p>03/08/2024 - At the very least, the damage from the highway must be mitigated. On the Cincinnati side, so much land is consumed in the I-75 interchange. This needs to be minimized, and connections over to Queensgate/the west end following the existing street grid need to happen. This would open up Cincinnati for more development and economic opportunity - a goal ODOT ought to care about - along with minimizing the environmental impact (the footprint) of the highway.</p> <p>This is a very expensive project. We must get it right.</p>	<p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. All existing local street connections across I-71/I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>In addition, ODOT has worked with the City of Cincinnati to incorporate several enhancements to provide additional community benefits, such as reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; incorporating aesthetic treatments throughout the corridor, and providing new and improved pedestrian and bicycle infrastructure will</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Public Comments (5.1.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>improve access in and between the neighborhoods in the project area.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; building the project with a context sensitive design that fits within the community; and creating best environmental outcomes.</p>	
<b>B-204</b>	Robinson, Jody	B-204-1	03/08/2024 - I don't believe the findings of the January 2024 Supplemental Environmental Assessment adequately determine that this project does not have significant impacts on the human and natural environments, so I am requesting a full and transparent Environmental Impact Statement be undertaken. All of this is in addition to questioning why our community's health and vitality has to suffer from pass-through traffic through the heart of our cities, furthering the divide caused by the creation of the highways and their continual expansion.	The analysis documented in the supplemental Environmental Assessment (EA) has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in Title 40 of the Code of Federal Regulations (CFR) section 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final National Environmental Policy Act (NEPA) determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Introduction (1.)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-204-2	03/08/2024 - ODOT's own marketing names the Brent Spence corridor as one of the worst trucking bottlenecks in the country, while the FHWA's latest report rated it 54 and the trucking industry's lobby group at 15. I am concerned that public perception and not the fact is driving the overbuilding of the corridor at taxpayers and Cincinnati's expense with limited ability to maintain the infrastructure we already have.	<p>The Brent Spence Bridge (BSB) corridor forms a critical freight route connecting Canada to Florida, carrying more than \$1 billion of freight every day and more than \$400 billion of freight every year. Traffic congestion continues to hamper freight movement throughout the BSB corridor as evidenced by its ranking at 15 on the American Transportation Research Institute's list of the nation's top truck bottlenecks for the year 2023.</p> <p>KYTC and ODOT will be responsible for maintaining the project after work is completed. Maintenance will be part of ODOT's and KYTC's normal operating procedures, and funding will be set aside as part of each state's budgetary process. In addition, ODOT and KYTC have established <i>Transportation Asset Management Plans</i> that describe how each state manages its assets. The maintenance of the BSB Corridor Project will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	Project Description (1.1) Funding (1.2.1)
		B-204-3	<p>03/08/2024 - We have been left to question multiple issues: [Note: The commenter's list of issues has been reordered and grouped to facilitate an efficient response. All issues listed by the commenter are included with corresponding responses.]</p> <ul style="list-style-type: none"> <li>• lack of including transit</li> <li>• lack of options other than massive lane additions</li> <li>• lack of consideration of congestion tolling and/or use of the I-275 beltway that was used in the past for trucks to bypass the bridge corridor</li> </ul>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>The Kentucky General Assembly passed legislation in April 2015 that prohibited the authorization of tolls for any project involving the interstate highway system that connects the Commonwealth of Kentucky with the State of Ohio. The BSB Corridor Project does not include congestion pricing because it is a form of tolling and is therefore prohibited in Kentucky.</p> <p>In 2005, KYTC and ODOT conducted a <a href="#">Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge</a>. Among other considerations, the study evaluated the impacts and costs of prohibiting all through trucks on the existing BSB. The study concluded that the issue of diverting trucks from the existing BSB has regional implications in terms of</p>	Purpose and Need (2.) Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>increased traffic on a number of travel corridors, and such prohibitions would increase costs to the users.</p> <p>In 2007, and as part of a separate study, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Metropolitan Planning Organization (MPO) for the area, completed a <a href="#">Brent Spence Bridge Truck Ban Analysis</a>. A ban on through trucks on the northern Kentucky portion of I-71/I-75 was found to have no substantial benefits. The volumes of diverted traffic were relatively small compared to the overall volume, and the impact on severe crashes within the system was minor. Furthermore, operating costs to the trucking industry would negatively impact the region. The deployment of a truck ban would also present difficulties in terms of enforcement. Therefore, diverting truck traffic would not be effective and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative also concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, expanded transit would not meet the project purpose and need and is not considered to be a reasonable alternative for the BSB Corridor Project.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p>	
		B-204-4	<p>03/08/2024 - • a record of inaccurate traffic projections</p> <ul style="list-style-type: none"> <li>• induce demand</li> <li>• recognizing induced demand</li> <li>• overbuilding highways encourages costly sprawl</li> </ul>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and OKI. Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049 certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI's regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI's regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making</p>	Traffic (3.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips).</p> <p>The <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p> <p>Traffic projections prepared during the preparation of the 2012 EA estimated that 197,000 vehicles per day would travel across the existing BSB by the year 2035 under the no-build scenario. The current certified traffic projections estimate a slightly lower volume of 183,000 vehicles per day by the year 2049, also under the no-build scenario. This decrease is due to lower existing traffic volumes in the corridor and lower expected rates of population and employment growth in the OKI region.</p>	
		B-204-5	<p>03/08/2024 - • the ability for the cities of Cincinnati and Covington's west sides to be an integrated and prosperous part of the community</p>	<p>Environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities. As a result, Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract</p>	<p>Future Design Refinements (3.7)</p> <p>Neighborhood and Community Cohesion (4.1.2)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; improving neighborhood connectivity across the interstate; minimizing physical intrusion and impact; building the project with a context sensitive design that fits within the community; creating best environmental outcomes; and designing for sustained quality of life.</p>	
		B-204-6	<p>03/08/2024 - • furthering of racial, ethnic, and wealth disparities</p> <ul style="list-style-type: none"> <li>• correcting prior discriminatory harms</li> <li>• environmental justice impacts on minorities and lower-income residents</li> <li>• health disparities</li> </ul>	<p>An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The environmental justice (EJ) analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to EJ populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and</p>	<p>Environmental Justice (4.1.7) Cumulative Effects (4.10.2)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p> <p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-204-7	03/08/2024 - • natural habitats of endangered species	<p>The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Construction in the Ohio River will impact habitat for state listed mussel species.</p> <p>Environmental commitments have been incorporated into the project to minimize and mitigate the effects on threatened or endangered species. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures for the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p> <p>Environmental commitments incorporated into the project include mussel salvage (relocation) within areas of direct</p>	Threatened or Endangered Species (4.2.4)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				impact and appropriate salvage zone buffers that will be conducted per the <i>Ohio Mussel Survey Protocol</i> .	
		B-204-8	<p>03/08/2024 - • potential level of greenhouse gas emissions and other particulates</p> <ul style="list-style-type: none"> <li>• protecting public health while we are already experiencing standards above EPA-acceptable levels</li> <li>• meeting climate change goals</li> </ul>	<p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted at a quantitatively high level using the U.S. Environmental Protection Agency's (USEPA's) MOtor Vehicle Emission Simulator (MOVES) and travel demand models for the project's approved certified traffic.</p> <p>Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined</p>	Air Quality (4.6) Greenhouse Gases and Climate Change (4.7)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p> <p>Air quality studies prepared for Refined Alternative I (Concept I-W) utilized 2020 existing, 2050 no-build, and 2050 build traffic forecasts that were developed using the OKI travel demand model of record. The OKI travel demand model of record was also used to develop the certified traffic projections that were used for the traffic operational analyses for the project. The air quality studies concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in the project area.</p>	
		B-204-9	03/08/2024 - • noise pollution	<p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the BSB Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p>	Noise (4.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-204-10	03/08/2024 - • construction related impacts	<p>Refined Alternative I (Concept I-W) is expected to result in temporary impacts for all transportation modes due to increased traffic on local roads, access restrictions, and detours. It is also expected to result in temporary utility impacts, air quality effects, noise increases, and erosion and sediment increases. Temporary economic and employment benefits are expected due to construction job creation and increased sale of construction-related supplies and services. Temporary construction impacts will be minimized and mitigated to the greatest extent practicable through the development of traffic management, maintenance of traffic, and incident management plans; coordination with local cities, transit agencies, and the regional incident management task force; notifications/outreach to public and trucking companies; and implementation of a dust control plan, measures to monitor and protect air quality, manage construction noise, and best management practices for erosion and sediment control. During construction, a project website will provide regular project updates regarding maintenance of traffic plans, current traffic patterns, upcoming changes, etc. Information about construction sequencing, project highlights, and construction schedules will also be shared with the public through social media, e-newsletters, local media, presentations to local groups, and virtual project updates.</p> <p>A complete list of the environmental commitments incorporated into the project to minimize and mitigate temporary construction impacts is provided in Section 4.11.7 of the supplemental EA.</p>	Construction Impacts (4.11)
		B-204-11	03/08/2024 - • storm-water runoff • impact of dramatically more pavement	<p>Refined Alternative I (Concept I-W) will separate all interstate stormwater runoff in the project corridor from existing combined sewer systems in both Kentucky and Ohio. KYTC has also committed to implementing measures to address surcharging in the Peaselburg neighborhood in Kentucky. ODOT will also include best management practices for water quality treatment in Ohio.</p>	Utilities (4.12.1)



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-204-12	<p>03/08/2024 - • the ability for any intervention to address the existing I-71/I-75 design</p> <ul style="list-style-type: none"> <li>• meeting public engagement requirements of the people most impacted by the project</li> </ul>	<p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted EJ/neighborhood outreach meetings; and holding 2 open-house style project update meetings. KYTC and ODOT have evaluated and responded to all comments received during the project's development.</p> <p>Members of the public were also provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the greater Cincinnati/Northern Kentucky area. Public involvement will continue to occur during the design and construction of the project.</p> <p>Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, additional developable land, additional noise and noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, and aesthetic features. Throughout the project's development, the public offered additional feedback and suggestions. KYTC and ODOT have incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the additional comments and feedback that were gathered.</p> <p>KYTC and ODOT are committed to a robust public and stakeholder involvement process during the design and construction of the BSB Corridor Project. To facilitate</p>	<p>Public and Stakeholder Involvement (5.1)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				public involvement and outreach, the project <i>Public Engagement Plan</i> will be updated to guide public and stakeholder engagement (including EJ populations, identified socioeconomic populations and groups, and disadvantaged communities) during detailed design and construction.	
		B-204-13	03/08/2024 - I am happy to share the details behind this list of concerns. Once again, please do a full EIS before moving forward with this project without a point of return.	The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Introduction (1.)
B-205	Fischer, Greg (Technical Team)	B-205-1	03/08/2024 - Support for USDOT Priorities: Our region is supportive of USDOT's stated priorities, particularly those of Transformative Projects, Wealth Creation, Safety, Power of Community, Equity, and Meaningful Public Involvement. A \$3.6B project should accomplish all of these goals.	The Brent Spence Bridge (BSB) Corridor project supports U.S. Department of Transportation priorities. Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.	Purpose and Need (2.)
		B-205-2	03/08/2024 - Transformative Projects: The Brent Spence Bridge Corridor Project has the potential to create a lasting positive and transformative effect for the citizens of the Greater Cincinnati region, including those most directly impacted by its construction and reconfiguration. Neglecting this moment of opportunity would squander a century's worth of potential progress and disregard the significance of righting a historic wrong. The livability of our community is at stake.	Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.  An <a href="#">Environmental Justice Analysis Report (January 2024)</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on environmental justice (EJ) populations. The EJ analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed	Purpose and Need (2.)  Neighborhood and Community Cohesion (4.1.2)  Travel Patterns and Access (4.1.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>This is not an unreasonable request. Our team has gone to unprecedented lengths to be specific in stating desired outcomes.</p> <p>Wealth Creation: Almost 75 years ago, the West End neighborhood, a predominately minority community, was essentially demolished by construction of Interstate 75, eliminating generational wealth in the form of small business and home ownership. The City of Cincinnati recently issued a public apology to the West End community for its complicity in this decision-making.</p> <p>Narrowing the cross section of I-75 through use of retaining walls, and creating a street grid, provides an opportunity for this legacy neighborhood to expand and benefit from access to valuable real estate in walkable proximity.</p> <p>Power of Community, Equity, and Meaningful Public Involvement: Although much of project development predated USDOT's October 2022 release of "Promising Practices for Meaningful Public Involvement in Transportation Decision-Making", the January 2021 launch of the "Justice40" initiative, the January 2021 release of Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities, and the February 2023 release of Executive Order 14091: Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, these orders, initiatives and guidance existed during the period of time the Supplemental Environmental Analysis was conducted and should have guided it.</p> <p>Considering how the project performs for the community provides much opportunity to</p>	<p>FHWA's <i>Guidance on Environmental Justice and the National Environmental Policy Act (NEPA)</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Refined Alternative I (Concept I-W) was evaluated for cumulative effects specific to EJ populations. Refined Alternative I (Concept I-W) will result in a minor contribution to cumulative residential and commercial displacements and a cumulative loss of parkland and historic resources in these communities. These minor cumulative effects will be experienced by all populations and communities, including EJ populations and non-EJ populations.</p> <p>Cincinnati's West End, now partitioned into the Queensgate and West End neighborhoods, is an area with known EJ populations that was historically impacted by urban renewal plans that were common in the United States in the mid-twentieth century. Refined Alternative I (Concept I-W) requires one commercial relocation (a small printing shop) in the West End neighborhood. In addition, the footprint of Refined Alternative I (Concept I-W) has been reduced and requires only minor</p>	Environmental Justice (4.1.7)



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			<p>address the goals of reconnecting downtown to the former West End neighborhood now known as Queensgate, and improving walkability, pedestrian and micro-mobility safety. However, these goals have not been given adequate consideration in project design.</p> <p>The document relies solely on the economic benefit of construction period job training and inclusion programs instead of the true measure being the lasting effects of the project itself on the community to satisfy obligations under Justice40.</p> <p>There was a missed opportunity during both scoping and public engagement to understand and work with those who will be most burdened, most impacted, and most importantly need the opportunity to improve their quality of life. The true measure of success of the policies noted above is where the benefits are experienced after the project is completed. This opportunity was compartmentalized under “Environmental Justice” evaluation and dismissed as not having a disparate negative impact.</p> <p>The document states that “In recognition of city-sponsored urban renewal and the original Mill Creek Expressway construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic city urban renewal and the Mill Creek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.”</p> <p>Although acknowledging past transgressions is a noble undertaking and should be pursued,</p>	<p>amounts of strip right-of-way in the West End neighborhood. Refined Alternative I (Concept I-W) will not add to or exacerbate any adverse effects in the West End community from prior actions or events. In recognition of the history of City-sponsored urban renewal and the original Mill Creek Expressway (I-75) construction and as an enhancement in the West End neighborhood, ODOT will work with the City of Cincinnati, which includes the West End Community Council, to develop content for an interpretive display describing the West End community in relation to historic City urban renewal and the Millcreek Expressway construction and to identify a location in proximity to the I-75 corridor to install the display.</p> <p>Refined Alternative I (Concept I-W) will improve community cohesion; improve traffic flow and safety for all modes of travel; improve air quality; abate noise; reduce flooding and combined sewer overflows; improve aesthetics; and provide additional economic opportunities, which will help to offset any cumulative effects from past, present, and reasonably foreseeable actions. Therefore, no adverse cumulative effects on EJ populations are expected to occur as a result of Refined Alternative I (Concept I-W).</p> <p>The project has incorporated robust engagement of EJ populations. Opportunities for EJ communities to offer feedback about the project occurred during 16 targeted EJ/neighborhood outreach meetings in late 2022 and open-house project update meetings in August 2023. All meetings were attended by residents of the targeted neighborhoods. Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, the incorporation of additional noise/visual screening barriers, measures to reduce flooding and combined sewer overflows, new and improved multimodal facilities, additional developable land, and aesthetic features. During the EJ outreach comment period, community members offered additional feedback and suggestions.</p>	

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			<p>this does nothing to address Indirect and Cumulative effects on the neighborhood. The West End Community would be better served by narrowing the footprint of the facility and giving it back a walkable community.</p>	<p>Every comment was evaluated by the project team, and individual responses were prepared and published on the project website. Furthermore, the project team incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the comments received. Unanticipated additional impacts on EJ populations were not identified during the EJ outreach.</p> <p>Minority and low-income individuals were provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the EJ study area. Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p> <p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained, including in West End. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75. The new and improved pedestrian and bicycle infrastructure will improve access in and between the Cincinnati Central Business District (CBD) Riverfront, Queensgate, and West End neighborhoods in Ohio. New bicycle lanes and shared-use paths incorporated into Refined Alternative I (Concept I-W) will also support future planned improvements of regional pedestrian and bicycle networks. In addition, ODOT is continuing to coordinate local connections with the City of Cincinnati.</p>	



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				Refined Alternative I (Concept I-W) is anticipated to have a net benefit to community cohesion due to the incorporation of aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements.	
		B-205-3	03/08/2024 - Safety: Replacing the existing system of high-speed free-flow entrance and exit ramps to and from city streets with a local access road, or “street grid” provides a safer environment for vehicular, pedestrian and micro-mobility traffic, and encourages modal shift without compromising functionality and performance. This request is reasonable and not outside the norms for similar projects. ODOT builds ramps that by geometric design encourage a speed in excess of the posted speed limit, resulting in a dangerous mixture of high-speed vehicular traffic entering an urban environment where lower-speed local streets service transit and pedestrians. The highest priority is not delivering SOVs as fast as possible, but improving the human experience once arrived.	<p>Refined Alternative I (Concept I-W) will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. In addition, two existing one-way bridges on Ezzard Charles Drive over I-75 in West End will be replaced with one combined two-way bridge to reduce the high number of wrong-way crashes occurring at this location. The <a href="#">Interchange Modification Study Addendum</a> (December 2023) documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA’s <i>Interactive Highway Safety Design Model</i>.</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be installed in</p>	Traffic (3.8) Refined Alternative I (Concept I-W) and Purpose and Need (3.9) Travel Patterns and Access (4.1.4)

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				<p>underpass areas to improve safety and security for pedestrians and bicyclists.</p> <p>Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. New and improved pedestrian and bicycle infrastructure is also provided on local streets that are parallel to or cross I-75. In addition, ODOT is continuing to coordinate local connections with the City of Cincinnati.</p>	
		B-205-4	<p>03/08/2024 - Purpose and Need: Purpose and Need for the project remain as was written in May 2006. There is no evidence that scoping has been updated during the past eighteen years, in fact an offer by the City of Covington KY, to participate in updated scoping efforts was rejected by the Bi-State Management Team as the sole responsibility and purview of the the state DOTs. It appears that the Bi-State Management Team established its authority but failed to execute its responsibility.</p> <p>The project Purpose and Need Statement is narrowly constructed to support the interests of the State DOTs:</p> <ul style="list-style-type: none"> <li>• Improve traffic flow and level of service.</li> <li>• Improve safety:</li> <li>• Correct geometric deficiencies; and</li> <li>• Maintain connections to key regional and national transportation corridors.</li> </ul> <p>There is no doubt that the proposed solution (Refined Alternative I also known as I-W) accomplishes these purposes, but it does not accomplish the greater good for the impacted communities discussed above under “Support for USDOT Priorities”, or the goals articulated</p>	<p>The project purpose and need is unchanged from what was presented in the approved 2012 EA/FONSI. The 2012 EA/FONSI demonstrated that Selected Alternative I met the project purpose and need. Refined Alternative I (Concept I-W) reduces the project footprint, improves the project’s functionality, and does not substantially change the key design components of Selected Alternative I (from the 2012 EA/FONSI). Therefore, Refined Alternative I (Concept I-W) continues to meet the project purpose and need.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives (which are listed by the commenter), and have support at the local level may be incorporated into the project.</p> <p>The supplemental EA has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact</p>	<p>Introduction (1.)</p> <p>Purpose and Need (2.)</p> <p>Development of Refinement Concepts (3.2)</p> <p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p> <p>Project Refinements (Appendix A)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>as Contract Objectives in the Progressive Design Build Request for Proposals:</p> <ol style="list-style-type: none"> <li>1. Maximize the Project scope within the programmed funding amounts through innovation, design optimization and effective risk mitigation;</li> <li>2. Build a project with a context sensitive design that fits within the community;</li> <li>3. Maximize the public investment in the Project by minimizing the footprint;</li> <li>4. Minimize the footprint of the interstate system to maximize potential developable space;</li> <li>5. Improve neighborhood connectivity across the interstate;</li> <li>6. Minimize traffic distribution during construction, with minimal detours or diversion of traffic to the local streets;</li> <li>7. Provide opportunities for Workforce Development and DBE utilization;</li> <li>8. Provide strong aesthetic value along the Project corridor;</li> <li>9. Achieve effective project delivery;</li> <li>10. Minimize physical intrusion and impact;</li> <li>11. Create best environmental outcomes;</li> <li>12. Design for sustained quality of life;</li> <li>13. Improve the local road aesthetics when crossing the interstate; and</li> <li>14. Open the traffic on the new Companion Bride by July 15, 2029.</li> </ol> <p>These goals were developed prior to issuance of the DSEA, but none were carried forward into the DESA document. Instead, the DSEA and associated public hearing presentation emphasized that “nothing has changed” since the 2012 EA/FONSI. This assertion is clearly not correct and if this claim shaped and constrained the work performed in the DESA, it is severely troubling.</p>	<p>changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p> <p>All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. Detailed descriptions of the refinements incorporated into the project since the 2012 EA/FONSI are provided in the supplemental EA, and further supporting documentation is provided in its appendices.</p>	

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		B-205-5	<p>03/08/2024 - SEA Procedural Deficiencies: We appreciate that much time and effort went into updating the 2012 Environmental Assessment. However, the DSEA document is a total of 317 pages, excluding 74 pages of Table of Contents and Executive Summary, 275 pages of appendices, and 39 additional Supporting Plans, Documents and Reports incorporated by reference and enumerated on pages viii and ix of the Table of Contents. Its length may indeed be a detriment to the public's understanding of the most important issues. The presumptive page limit for an Environmental Assessment is 75 pages. Not only does this document exceed the presumptive page limit for an EA, but also it exceeds the presumptive page limit for an EIS of "unusual scope or complexity". It appears to be an EA trying to legitimize why it is not an EIS. The reason it is not an EIS is that the real work of an EIS was not accomplished during scoping or meaningful public involvement.</p> <p>This is not to advocate that an EIS is required, or the page count be shortened, but to note that after 20 years of study, and missing several published completion dates for the DSEA, the process allows only a total of 30 days of public comment, and a mere 15 days following the public hearings. It appears that the development team is trying to make up lapsed time by limiting the ability of the public to digest and comment on the massive document.</p>	<p>The supplemental EA has been prepared pursuant to NEPA and applicable regulations. The public availability, public hearings, and comment period for the supplemental EA were conducted in accordance with the project <i>Public Engagement Plan</i> and applicable federal and state requirements and guidance.</p> <p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted EJ/neighborhood outreach meetings; and holding 2 open-house style project update meetings. KYTC and ODOT have evaluated and responded to all comments received during the project's development. The design of Refined Alternative I (Concept I-W) has been refined in several locations in direct response to public comments.</p> <p>Information about ongoing project activities will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. In addition, KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.</p> <p>KYTC and ODOT will also continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p>	<p>Introduction (1.) Public and Stakeholder Involvement (5.1) Public Hearing (5.5) Ongoing Public &amp; Stakeholder Involvement (5.6)</p>
		B-205-6	<p>03/08/2024 - CEQ Guidance: In 2011, the Council on Environmental Quality issued guidance that "use of mitigation may allow the agency to comply with NEPA's procedural requirements by issuing an EA and a Finding of</p>	<p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W) as proposed. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the</p>	<p>Environmental Commitments (Section 6. and ES-Table II)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>No Significant Impact (FONSI), or 'mitigated FONSI,' based on the agency's commitment to ensure the mitigation that supports the FONSI is performed, thereby avoiding the need to prepare an EIS.</p> <p>CEQ Rule 76 FR 3843 states that mitigation commitments (environmental commitments discussed on pages 288 through 317 of the DSEA and ES-Table II: Environmental Commitments) should be explicitly described as ongoing commitments and should specify measurable performance standards and adequate mechanisms for implementation, monitoring and reporting. Although there is assignment of responsibility for mitigation measures in ES-Table II, there is no discussion of performance measures (how successful mitigation is defined going forward), no identification of funding sources for monitoring ongoing compliance, no discussion of enforcement measures or what remediation would be possible if the mitigation measures were unsuccessful, and no documentation of consultation with, or agreement of appropriate stakeholders.</p> <p>A properly designed project with a narrower footprint would alleviate the need for many of the environmental commitments, this is a model already adopted around the country, and would shift the conversation from mitigation of impacts to project benefits.</p>	<p>outcome of the comments received during the public availability period for the supplemental EA.</p> <p>The final NEPA decision for the BSB Corridor Project will include a final, comprehensive list of environmental commitments incorporated into the project. Per 23 CFR § 771.109(b)(1), KYTC and ODOT, in cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental EA and the final environmental decision documents unless FHWA approves of their deletion or modification in writing. FHWA will ensure that this is accomplished as a part of its stewardship and oversight responsibilities.</p> <p>The BSB Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i>. For more information about <i>Project Management Plans</i>, please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a>.</p> <p>KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance. The ODOT project managers for the Phase I, II, and III contracts, and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental EA and the final environmental decision documents. Compliance with the environmental mitigation and enhancement commitments for the BSB Corridor Project will be evaluated and documented at the conclusion of the final design and construction phases of each contract.</p> <p>The project mitigation measures and environmental commitments (including permits) will be reviewed at the</p>	



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				<p>pre-construction meetings with ODOT’s construction staff, KYTC’s construction staff, and the contractors. The BSB Corridor Project will be reviewed during construction by ODOT’s district staff and KYTC’s district staff to ensure that the mitigation measures and environmental commitments are carried out and to determine if additional mitigation measures and environmental commitments are needed. In addition, monthly status reports submitted to FHWA will include updates on mitigation measure and environmental commitment monitoring and status.</p>	
		B-205-7	<p>03/08/2024 – Coordination: Again, the “Utility Coordination Model” with compliant bureaucrats has been substituted for actively engaging the real stakeholders. ODOT has confirmed that its sole point of contact for City of Cincinnati decision making is the City Department of Transportation and Engineering. Cincinnati is organized under a City Manager form of municipal governance wherein the administration has almost no accountability to the policy makers of Cincinnati City Council. The Mayor of the City of Cincinnati’s only real authority is to hire or fire the City Manager with approval of Council. Absent that, Council is required to issue an ordinance to require compliance with its policy decisions. It has already issued a resolution supporting creation of a street grid, but apparently behind the scenes, this is not being supported by the City administration.</p> <p>Similarly, ODOT has identified the Metropolitan Sewer District as it’s point of contact for all things stormwater or water quality related. Hamilton County is the Owner of the Metropolitan Sewer District (District), and the City of Cincinnati (City) is its Operating Agent. Hamilton County is responsible to the</p>	<p>ODOT’s primary point of contact for transportation projects within the City of Cincinnati has been, and will continue to be, the Cincinnati Department of Transportation and Engineering (DOTE). Through this coordination, KYTC and ODOT have been informed that the Cincinnati DOTE is coordinating with other city departments and providing consolidated feedback on the project to KYTC and ODOT.</p> <p>ODOT is coordinating drainage design and stormwater management details with the Metropolitan Sewer District of greater Cincinnati (MSD) and is coordinating stormwater treatment requirements with the Ohio Environmental Protection Agency (OEPA).</p> <p>The U.S. Environmental Protection Agency (USEPA) is a federal cooperating agency for the BSB Corridor Project. FHWA held regular coordination meetings for federal participating and cooperating agencies throughout the development of the supplemental EA. The City of Cincinnati, the Hamilton County Engineer, the Hamilton County Regional Planning Commission, and OEPA are participating agencies for the BSB Corridor Project. All cooperating and participating agencies were notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating and cooperating agencies.</p>	<p>Utilities (4.12.1)</p> <p>Local Agency Coordination (5.2)</p> <p>Participating &amp; Cooperating Agencies (5.4)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

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			<p>ratepayers for judiciously managing the District's budget and complying with the Combined Sewer System Consent Decree. The City is primarily interested ODOT's contribution towards the District's long term asset management obligations as noted in the "10142950 East Branch Ohio River Interceptor Extension Business Case Evaluation".</p> <p>ODOT has failed to effectively consult with the broader water resource community. Neither the agencies, including ORSANCO, USEPA, OEPA, nor Non-Governmental Organizations including Sierra Club, Mill Creek Alliance, and Rivers Unlimited, were involved in developing a water resource plan for the project that would mitigate significant direct and cumulative effects of toxic highway stormwater runoff in Ohio.</p> <p>Narrow scoping and identification of "decision makers" is antithetical to the intent of NEPA.</p>	<p>Points of contact for Hamilton County have already been established through its membership on the BSB Corridor Project Advisory Committee and its status as a participating agency during the environmental process. As part of its commitment to ongoing coordination with local agencies, ODOT will work with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with MSD. ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and project development portions of the Phase III progressive design-build project.</p> <p>KYTC and ODOT will continue to coordinate water quality issues with OEPA, including through the Section 401 Water Quality Certification process and National Pollutant Discharge Elimination System permitting process.</p> <p>KYTC and ODOT received comments from other individuals and organizations related to stormwater and water quality through public involvement activities conducted for the BSB Corridor Project, including the comment period for the supplemental EA. KYTC and ODOT have considered and responded to all public comments received during the project's development. KYTC and ODOT will continue to coordinate with the Project Advisory Committee and appropriate local city, county, planning, and transit agencies throughout the procurement, final design, and construction phases of the project.</p>	
		B-205-8	<p>03/08/2024 - Denying requests for Cooperating Agency Status: Proving there are no significant impacts is not the purpose of an EA/Mitigated FONSI, the purpose is resolving those potential impacts.</p> <p>Hamilton County requested Cooperating Agency status, based on "Jurisdiction by Law, and Special Expertise", but its request was denied by FHWA. The intent of the request was</p>	<p>On February 15, 2023, the Hamilton County Board of Commissioners submitted a request to FHWA to be designated a cooperating agency for the BSB Corridor Project. On March 24, 2023, FHWA declined the request because the Hamilton County Board of Commissioners does not have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for a major federal action that may significantly affect the quality of the</p>	<p>Participating &amp; Cooperating Agencies (5.4)</p> <p>Local Agency Coordination (5.2)</p> <p>Ongoing Public &amp; Stakeholder</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>to resolve regional water quantity and quality resource issues early in the process so as not to cause delay after issuance of the DSEA.</p> <p>The City of Cincinnati also explored Cooperating Agency status based on FHWA Ohio Division's suggestion that this would be an appropriate avenue of participation. The idea was rebuffed by ODOT.</p> <p>These local agencies were attempting to assert their interests at a stage when there would be the least amount of impact to the schedule. Instead FHWA chose to retain control of the review process until after the DSEA was issued.</p>	<p>human environment. On May 26, 2023, FHWA issued additional participating agency invitations to local agencies, including the Hamilton County Engineer, the Hamilton County Board of Commissioners, and the City of Cincinnati, all of which accepted the invitation. All participating agencies were provided the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating agencies.</p> <p>ODOT and the City of Cincinnati met regularly with local stakeholders to discuss the BSB Corridor Project. In addition, both Hamilton County and the City of Cincinnati are members of the Project Advisory Committee, which was established to provide opportunities for representatives from government agencies, community groups, and businesses with vested interests in the project area to provide feedback on the BSB Corridor Project. Three Project Advisory Committee Meetings were held between 2022 and 2024. KYTC and ODOT will continue to coordinate with the Project Advisory Committee to provide project updates and gather feedback during design and construction of the project.</p>	Involvement (5.6)
		B-205-9	<p>03/08/2024 – Summary: We urge you to acknowledge and honestly assess the alternative that has been advocated by multiple parties and to provide a true and meaningful evaluation of what is being promised to our community.</p> <p>This is something that we should be openly dealing with now to be efficient and protective of time and process.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support design-build contract objectives, and have support at the local level may be incorporated into the project. During the evaluation of innovation concepts, KYTC and ODOT have committed to</p>	<p>Purpose and Need (2.)</p> <p>Future Design Refinements (3.7)</p>

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				further evaluating comments and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration and developed by the Greg Fischer BSB Technical Team.	
		B-205-10	03/08/2024 - It is our conclusion that the DSEA does not adequately address changes in either Law and Regulation, or in current conditions and community needs and expectations. These deficiencies can be cured during conceptual and detailed design through adequately constructed environmental commitments as outlined and described above by the Council on Environmental Quality. As offered previously, our team is available to collaborate with the Bi-State Management Team and its Design-Build Team to arrive at a supportable Finding of No Significant Impact.	The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since the 2012 EA/FONSI. The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.	Introduction (1.)
<b>B-206</b>	Butler, Matt	B-206-1	03/08/2024 – Here's some additional comments on the BSB Expansion project.	<p>The attachment included copies of eleven individual submissions which are titled "Comments to Cincinnati City Council Regarding the Brent Spence Corridor Project." Therefore, no response, other than to document the attached documents as received, is provided.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by the City of Cincinnati, prior to FHWA making a final decision on the supplemental Environmental Assessment. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p>	Public Hearing (5.5)
<b>B-207</b>	Fischer, Greg	B-207-1	03/08/2024 - As an enthusiastic Brent Spence Bridge Corridor Project supporter in response to issuance of the Brent Spence Bridge	Refined Alternative I (Concept I-W) will change how through (interstate) traffic and local traffic travel through the corridor while maintaining most existing travel	Purpose and Need (2.)

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			<p>Corridor Project Draft Supplemental Environmental Assessment. Our community is grateful that the Department selected the Brent Spence Bridge Corridor Project to advance through programs created under the Bi-Partisan Infrastructure Law. We are also grateful to the State of Ohio and the Commonwealth of Kentucky for their financial support, as well as the persistence of the Ohio, Kentucky, Indiana Metropolitan Planning Organization and the Greater Cincinnati Chamber of Commerce for making certain that the project remains a priority at all levels of government.</p> <p>We are asking that the Bi-State Management Team explicitly commit to resolving any engineering challenges that may arise in delivering the specific outcomes we are requesting, and to preparing an engineer's opinion of probable costs associated with these outcomes in order that the City of Cincinnati residents and leadership can have a rewarding and factually based discussion about return on investment.</p> <p>These requested outcomes are:</p> <ol style="list-style-type: none"> <li>1. Realignment of I-75 to reduce interstate and infrastructure footprint, decreasing the width by at least 200 feet compared with Refined Alternative I.</li> <li>2. Creation of local urban access roads along I-75, from 3<sup>rd</sup> Street to 9<sup>th</sup> Street, restoring the street grid.</li> <li>3. Extension of a local street linking 5<sup>th</sup> Street with I-75 access roads on both sides of the interstate.</li> </ol>	<p>connections and accommodating minor rerouting of traffic where access points are modified. In Ohio, all existing local street connections across I-75 are maintained. In addition, ODOT is continuing to coordinate local connections with the City of Cincinnati.</p> <p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked with the City of Covington and the City of Cincinnati to incorporate several refinements that reduce the project's overall footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the dunhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>Refined Alternative I (Concept I-W) represents the base design for the Brent Spence Bridge (BSB) Corridor Project. It is anticipated that the design-build team for the Phase III progressive design-build contract will develop innovation concepts (design refinements) that will be evaluated by KYTC and ODOT. Innovations that improve project quality, reduce costs, shorten schedule, support the design-build contract objectives, and have support at the local level may be incorporated into the project. Some of the design-build contract objectives that will be considered during the evaluation of innovation concepts include: minimizing physical intrusion and impact; maximizing public investment by minimizing the project footprint; minimizing the footprint of the interstate system to maximize potential developable space; improving neighborhood connectivity across the interstate; and building the project with a context sensitive design that fits within the community.</p> <p>During the evaluation of innovation concepts, KYTC and ODOT have committed to further evaluating comments</p>	<p>Additional Refinements (3.3)</p> <p>Future Design Refinements (3.7)</p> <p>Travel Patterns and Access (4.1.4)</p>

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				<p>and concepts submitted by Bridge Forward, including the latest concepts submitted for consideration and developed by the Greg Fischer BSB Technical Team.</p> <p>KYTC and ODOT will consider costs when evaluating innovation concepts. After the evaluation of innovation concepts is complete and KYTC and ODOT have made the final decisions about innovations to incorporate into the project, an opinion of probable cost will be prepared for the overall project. The purpose of the opinion of probable cost is to confirm that the design is staying within the programmed funding for the project.</p>	
		B-207-2	<p>03/08/2024 - As with many undertakings, this one has been a stop and start activity due to policy considerations and funding constraints. It has been 20 years since the first feasibility study was performed. Much has changed during this time, as was acknowledged by FHWA in its decision to perform a Supplemental Environmental Analysis.</p> <p>Following passage of the BIL in 2021, I was approached by Bridge Forward, a local group advocating for better Urban Livability, with a concept that would potentially improve local community outcomes. This concept suggested narrowing the footprint of the Bridges' (existing and companion) approaches and landings on the Ohio side of the river. As a Civil Engineer, home builder and member of the regional business community, I was intrigued by the potential benefits and hired an intern to review the feasibility of the concept.</p> <p>In their understandable eagerness to secure DOT funding following the bi-state application for discretionary funds, local institutional leaders discouraged public discussion about revisions to alternatives considered in the 2012 NEPA decision, stating that they did not want to</p>	<p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted environmental justice/neighborhood outreach meetings; and holding 2 open-house style project update meetings. KYTC and ODOT have evaluated and responded to all comments received during the project's development.</p> <p>Members of the public were also provided the opportunity to review the supplemental Environmental Assessment (EA), attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period. To make sure that all populations were aware of these opportunities, postcards advertising the availability of the supplemental EA and the public hearings were delivered to nearly 50,000 mailboxes in the greater Cincinnati/Northern Kentucky area.</p> <p>Community members generally supported the refinements, mitigation, and enhancements incorporated into Refined Alternative I (Concept I-W), including the reduction of the project footprint, additional developable land, additional noise and noise/visual screening barriers, measures to reduce flooding and combined sewer</p>	<p>Public and Stakeholder Involvement (5.1)</p> <p>Public Hearing (5.5)</p> <p>Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

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			<p>“reopen” NEPA to public comment, thus chilling public discussion and by citing the grant funding selection criteria of “project readiness” quote for mega projects seeking federal transportation dollars in the 2022 cycle. NEPA was nonetheless quote reopened quote by FHWA, but the discouragement of public discussion resulted in at least a year of reluctance by business, civic, and elected leaders to engage in any public conversation, or raise questions about the project's importance to, impacts on, or opportunities to do better for the local community.</p>	<p>overflows, new and improved multimodal facilities, and aesthetic features. Throughout the project's development, the public offered additional feedback and suggestions. KYTC and ODOT have incorporated several refinements into Refined Alternative I (Concept I-W) in direct response to the additional comments and feedback that were gathered, including the refinements referenced by the commenter. These refinements are incorporated into the environmental commitments for the project.</p> <p>As part of the public involvement conducted for the project, ODOT and the City of Cincinnati have also held multiple working sessions with Bridge Forward and the Greg Fischer Technical Management Team to discuss their ideas about the BSB Corridor Project. KYTC and ODOT have prepared detailed responses to several concepts submitted by Bridge Forward, which are included in the <a href="#">Public Involvement Summary</a>.</p> <p>Information about ongoing project activities will be shared with the public through project website updates, social media, e-newsletters, local media, presentations to local groups, and virtual project updates. In addition, KYTC and ODOT will establish multiple methods for the public to make inquiries about the project during detailed design and construction (including via the project website, email, direct mailings, and phone) and will provide timely responses to inquiries that are received.</p> <p>Representatives from government agencies, community groups, and businesses with vested interests in the project area also provided feedback on the BSB Corridor Project through the Project Advisory Committee. KYTC and ODOT will continue to coordinate with the Project Advisory Committee to provide project updates and gather feedback during design and construction of the project.</p>	
		B-207-3	03/08/2024 - In 2022, I elected to engage a group of independent professionals, well known to ODOT, to advise me about the Federal and	No response, other than to acknowledge the history of the commenter's efforts related to the BSB Corridor Project is acknowledged, can be provided.	N/A



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			<p>State DOT's project development process and the National Environmental Policy Act process. I did so because I thought there were opportunities to improve the project design and delivery outcomes in accordance with USDOT priorities and in better alignment with the core tenants of NEPA, without delaying the project.</p> <p>In 2023 I retained an experienced and qualified independent design firm to evaluate both the "Refinements to Selected Alternative" (that had led the USDOT to decide a Supplemental Environmental Analysis was necessary), and the concepts proposed by Bridge Forward, bringing them to a comparable level of technical engineering development. I did this because time was critical: the Progressive Design Build Contract (for which my team had advocated) was to be awarded May 1, 2023, and Notice to Proceed was to occur on July 15, 2023; And the Bi-State Management Team had signaled their openness to engagement with the City Regional Business Council.</p> <p>Subsequently, I retained a New York based urban planning and economics firm to evaluate the economic and value creation opportunities associated with the proposed alternative concepts in support of the business case for expanding local resources to improve project outcomes. Opportunities for value capture were also examined.</p> <p>My team of professionals was instructed to work creatively and constructively with ODOT and local officials to discover and illuminate better solutions of greater value to our community. All of the outputs and documents from my team have been made available to ODOT.</p>		

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			<p>I then supported a well-attended community conversation, public outreach and information exchange convened by City of Cincinnati Council Member Meeka Owens, Chair of the City of Cincinnati Climate, Environment and Infrastructure Committee to discuss equity, desired outcomes, and achievability.</p> <p>This is objectively the only window we have during the next century to improve the livability of our most at risk communities in a broad swath of our city that has suffered the most from transportation barriers.</p> <p>I have expended significant personal time and resources on this effort because I believe that when given the opportunity to make transformative change, it is our responsibility to step up and advocate for that change.</p>		
		B-207-4	03/08/2024 - I am attaching a report from my consulting team that should be included as comments about the Brent Spence Bridge Corridor Supplemental Environmental Analysis.	The report referenced by the commenter was received under separate cover (see Comment B-205). KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those referenced by the commenter, prior to FHWA making a final decision on the supplemental EA. A detailed summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.	Public Hearing (5.5)
		B-207-5	<p>03/08/2024 - It is critical that the community understand what it is being asked to accept. The DSEA, as currently proposed leaves significant doubt about the specifics of how the environmental commitments will be achieved.</p> <p>We believe these concerns can be resolved during the progressive design build process, and that an Environmental Impact Statement is</p>	The final National Environmental Policy Act decision for the BSB Corridor Project will include a final, comprehensive list of environmental commitments incorporated into the project. Per 23 CFR § 771.109(b)(1), KYTC and ODOT, in cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental EA and the final environmental decision documents unless FHWA	Environmental Commitments (Section 6. and ES-Table II)

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			<p>not required. However, strengthening of environmental commitments is necessary to advance the project.</p>	<p>approves of their deletion or modification in writing. FHWA will ensure that this is accomplished as a part of its stewardship and oversight responsibilities.</p> <p>The BSB Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i>. For more information about <i>Project Management Plans</i>, please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a>.</p> <p>KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance. The ODOT project managers for the Phase I, II, and III contracts and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental EA and the final environmental decision documents. Compliance with the environmental mitigation and enhancement commitments for the BSB Corridor Project will be evaluated and documented at the conclusion of the final design and construction phases of each contract.</p> <p>The project mitigation measures and environmental commitments (including permits) will be reviewed at the pre-construction meetings with ODOT's construction staff, KYTC's construction staff, and the contractors. The BSB Corridor Project will be reviewed during construction by ODOT's district staff and KYTC's district staff to ensure that the mitigation measures and environmental commitments are carried out and to determine if additional mitigation measures and environmental commitments are needed. In addition, monthly status reports submitted to FHWA will include updates on</p>	



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				mitigation measure and environmental commitment monitoring and status.	
B-208	Sierra Club Miami Group	B-208-1	<p>03/08/2024 - These comments on the January 12, 2024 Supplemental Environmental Assessment (SEA) prepared pursuant to the National Environmental Policy Act (NEPA) for the proposed Brent Spence Bridge Project (the "Project") are respectfully submitted on behalf of the Sierra Club Miami Group with additional comments to be submitted by the Ohio Sierra Club staff on behalf of Ohio's more than 125,000 members and supporters.</p> <p>Our members are concerned about the Project's potential to result in significant negative impacts to public health and the environment. In particular, the Project can be expected to result in significant impacts to air quality, water quality, historically disadvantaged communities, and to the global environment. While the proposed SEA addresses these and other topics, it does not adequately identify or discuss the full range of impacts that can be expected from the Project. As such, the SEA does not support a Finding Of No Significant Impact (FONSI). A full Environmental Impact Statement is required to adequately address the concerns outlined in our comments below and concerns raised by other concerned parties in the community (e.g. Bridge Forward and the Greater Cincinnati Coalition for Transit and Sustainable Development).</p> <p>The SEA, like the 2012 FONSI, must cover the entire project, not just the bridge construction. The analysis needs to be expanded to the entire corridor and the future ongoing impacts - for some 100 years of the operation of the bridge. The SEA must address anticipated changes in environmental regulations such as</p>	<p>The supplemental Environmental Assessment (EA) has been prepared consistent with Title 23 of the Code of Federal Regulations (CFR) sections 771.129 and 771.130 and assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional National Environmental Policy Act (NEPA) reevaluation and coordination efforts that have occurred since the 2012 EA and Finding of No Significant Impact (FONSI). The supplemental EA is intended to provide an analysis of potential impacts of refined project activities that were not expressly included in the approved 2012 EA/FONSI.</p> <p>The supplemental EA evaluates the potential direct, indirect, and cumulative effects of the entire 7.8-mile Brent Spence Bridge (BSB) Corridor Project. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include updated ecological surveys, new and updated air quality studies, new studies related to disadvantaged communities, updated stormwater studies and coordination, and the evaluation of indirect and cumulative effects. The supplemental EA evaluates indirect effects that are "reasonably foreseeable," or highly likely to occur because the project was built. The supplemental EA evaluates cumulative effects that potentially occur from adding the impacts from other past, present, and reasonably foreseeable projects.</p> <p>The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the</p>	<p>Introduction (1.)</p> <p>Disadvantaged Communities (4.1.9)</p> <p>Wetlands (4.2.1)</p> <p>Streams and Rivers (4.2.2)</p> <p>Air Quality (4.6)</p> <p>Indirect Effects (4.10.1)</p> <p>Cumulative Effects (4.10.2)</p> <p>Utilities (4.12.1)</p> <p>Public Hearing (5.5)</p>

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			new stormwater or air pollution rules in proposed alternatives.	<p>final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.</p> <p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including those provided by other individuals associated with the Sierra Club, prior to FHWA making a final decision on the supplemental EA.</p>	
		B-208-2	<p>03/08/2024 - 1. Project History and Flawed Planning</p> <p>The proposed Project was first envisioned in 2004. In 2012, the Federal Highway Administration (FHWA) certified an Environmental Assessment (EA) and issued a FONSI for the Project.</p> <p>In the subsequent decade-plus, both the 2012 EA and FONSI have become stale and irrelevant to current traffic patterns and the needs of a rapidly aging population as well as the needs of the Environmental Justice communities who are ill-served by a massive \$3.6 billion investment in a single mode of transportation that they cannot or should not use (i.e. highway driving). Traffic data do not support doubling highway capacity over the Ohio River from 8 current lanes to 16 lanes.</p> <p>Furthermore, the work done on the I-75 corridor in Greater Cincinnati to date shows that the environmental impact of new highway construction has been significant. The project has increased air pollution due to the construction and the sequencing of the project. Dust from the project has not been controlled. The increased number of lanes has resulted in more air pollution, including carbon dioxide. Water pollution in Mill Creek has increased due</p>	<p>In accordance with NEPA, an EA was originally prepared for the BSB Corridor Project in the Commonwealth of Kentucky and the State of Ohio in March 2012. A FONSI was approved by FHWA on August 9, 2012. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid.</p> <p>More than three years have passed since the 2012 FONSI and subsequent reevaluations of its validity. Project refinements have also occurred in response to public comments and further study, though they remain within the project footprint and impacts evaluated in the 2012 EA/FONSI. The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements. These include new traffic projections and an <a href="#">Interchange Modification Study Addendum (December 2023)</a>, new and improved multimodal features, new and updated air quality studies, new consideration of greenhouse gas emissions and climate change, updated stormwater studies and coordination, and an updated cumulative effects analysis.</p> <p>The supplemental EA also evaluates the project's potential direct, indirect, and cumulative effects on all residents within the project areas, including, but not limited to, minorities, low-income individuals, older adults, individuals with limited English proficiency, zero-car households, adults with disabilities, and children. In</p>	<p>Traffic (3.8)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p> <p>Children (4.1.10)</p> <p>Air Quality (4.6)</p> <p>Greenhouse Gases and Climate Change (4.7)</p> <p>Cumulative Effects (4.10.2)</p> <p>Utilities (4.12.1)</p>

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			<p>to increased sedimentation and runoff. Increased stormwater and sediment have gone to the Wastewater Treatment Plant, its pipes and increased sewer overflows. The landslide at the Mitchell Avenue exit continues to slide and will need remediation. The lack of adequate stormwater controls along I-75 Northbound south of the Mitchell Avenue exit allowed runoff from the hillside to pour over and thru the Jersey barriers sending stormwater and mud across the highway. Also, it is extremely disturbing that the Project has caused one death from the Hopple Street "catastrophic pancake collapse."</p> <p>Ohio's rejection of rail in the corridor in the early 2000s contributes to the current adverse environmental impacts. The lack of multimodal transportation options in the current Project severely limit the benefits to be derived by EJ communities and will exacerbate the current climate crisis by increasing greenhouse gas emissions.</p>	<p>addition, environmental commitments have been incorporated into the project to minimize and mitigate unavoidable impacts and to provide additional enhancements for local communities.</p>	
		B-208-3	<p>03/08/2024 - 2. Purpose &amp; Need The Project's purported Purpose &amp; Need were identified in the 2012 FONSI:</p> <ul style="list-style-type: none"> <li>● Improve traffic flow and level of service;</li> <li>● Improve safety;</li> <li>● Correct geometric deficiencies; and</li> <li>● Maintain connections to key regional and national transportation corridors.</li> </ul> <p>We strongly disagree with the traffic projections that form the basis of the Purpose &amp; Need and the plans to double highway capacity from 8 lanes crossing the Ohio River to 16 lanes with additional new lanes on the Kentucky and Ohio approaches. An analysis of traffic counts dating back to 2014 shows steady to declining traffic volumes (Figs 1A-C). The U.S EPA response</p>	<p>Existing and historic traffic counts for the BSB were compiled using a variety of data generated by ODOT, KYTC, and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI). Counts collected during 2020 and 2021 were not considered to be reflective of the travel demand in the corridor due to factors related to the COVID pandemic. The traffic projections for the BSB Corridor Project utilize a pre-COVID base year of 2019.</p> <p>KYTC and ODOT developed design-level no-build and build certified traffic for the years 2029 and 2049, which reflected the anticipated opening day and design years for the entire BSB Corridor Project based on the most current project development. The certified traffic projections were based on existing 2019 traffic counts in the BSB corridor, the Ohio <i>Traffic Forecasting Manual</i>, and the OKI regional travel demand model of record. The 2029 and 2049</p>	Traffic (3.8)

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			<p>(SEA Part 2) clearly identifies “induced demand” as a concern with adding highway capacity and the impact additional highway traffic has on EJ communities. At a bare minimum, the companion bridge should be reduced to 4 lanes in each direction whereas traffic trends suggest 3 lanes in each direction would suffice to meet future demand for single vehicles as well as transit options to connect Ohio and Kentucky communities.</p> <p>[The comment includes a graph with the caption: Fig. 1A Traffic volumes on the Brent Spence Bridge from 2014-2023.]</p> <p>[The comment includes a map with the caption: Fig. 1B. Map showing area where data was abstracted from  <a href="https://odot.public.ms2soft.com/TDMS.UI_Core/trafficviewer">https://odot.public.ms2soft.com/TDMS.UI_Core/trafficviewer</a>]</p> <p>[The comment includes a map with the caption: Fig. 1C OKI Traffic count data 2013 to 2021]</p>	<p>certified traffic projections were used to prepare an <a href="#">Interchange Modification Study Addendum</a>, and the methodology for developing the certified traffic projections is detailed in Appendix E of that report.</p> <p>When developing the traffic projections, OKI’s regional travel demand model was used to assign routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Projected traffic increases between 2019 and 2049 are due to several factors, including population and employment growth incorporated into OKI’s regional travel demand model. Traffic projections prepared for Refined Alternative I (Concept I-W) also show that adding lanes will increase traffic volumes in the BSB corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips).</p> <p>The <a href="#">Interchange Modification Study Addendum</a> used the updated traffic projections to vet and confirm the number of lanes on the interstate, ramps, collector-distributor roadways, frontage roads, and local street intersections in the project area. The <a href="#">Interchange Modification Study Addendum</a> concluded that Refined Alternative I (Concept I-W) will provide acceptable traffic operations for all projected trips in the project area (including induced trips) through the year 2049, with a few minor exceptions during peak travel periods.</p>	
		B-208-4	<p>03/08/2024 - Safety will be impaired by bridge and access design  Doubling highway capacity over the Ohio River from 8 lanes to 16 lanes in the preferred alternative I-W sets up an unsafe series of merges and lane changes on both sides of the river. Extensive research has demonstrated the high risks associated with merging and diverging traffic. Mergia et al. (2013)</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors.</p> <p>Refined Alternative I (Concept I-W) will improve vehicular safety by including measures to reduce congestion-related crashes. In addition, the collector-distributor</p>	<p>Purpose and Need (2.)</p> <p>Refined Alternative I (Concept I-W) and Purpose and Need (3.9)</p>

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			<p>specifically addressed the factors associated with higher injury severity in Ohio freeway accidents. Not surprisingly, semi-truck traffic was identified as one factor, but increasing the number of highway lanes was another significant factor with women and the elderly disproportionately affected. Pande and Abdel-Aty (2006) studied accidents along I-4 in Florida and concluded that “all sideswipe collisions and the angle crashes that occur on the inner lanes...of the freeway may be attributed to lane-changing maneuvers.” Zhang et al. (2022) calculated a 40% increase in accident severity around multi-lane interchanges and a 21% increase in severity for accidents in the left-most lane. The key factor was increased speed as congestion decreases. The SEA addresses only reduced congestion, but not does consider the impact of higher speeds and the merger of high-speed semi-trucks merging back into lanes used by both through traffic and local traffic. It is clear that Preferred Alternative I-W does not meet the Stated Purpose and Need to improve safety.</p> <p>Interestingly, OKI data actually indicate there are other areas in much greater need of safety enhancements (Fig. 2).</p> <p>[The comment includes a map with the caption: Fig.2 Regional crash rates derived from <a href="https://gis.oki.org/crashrates/">https://gis.oki.org/crashrates/</a> The Crash Rate app lists the five-year averages of fatalities, injuries and crash rates per 100 million vehicle miles traveled on all public roads in the OKI region. Filtered by Interstates and major highways]</p>	<p>roadway system will improve safety by separating through and local traffic and keeping them separate for longer distances, thus reducing weaving movements that increase the risk of crashes. The removal of left-hand exits and other design deficiencies such as substandard shoulders are also expected to improve safety and reduce crashes by further reducing weaving movements and by providing a larger buffer for vehicles. In addition, two existing one-way bridges on Ezzard Charles Drive over I-75 will be replaced with one combined two-way bridge to reduce the high number of wrong-way crashes occurring at this location. The <a href="#">Interchange Modification Study Addendum</a> documents a detailed safety analysis that was conducted for the BSB Corridor Project using FHWA’s <i>Interactive Highway Safety Design Model</i>. The analysis concluded that Refined Alternative I (Concept I-W) will reduce crashes on the existing BSB, the I-71/I-75 mainline in Kentucky, the I-75 mainline in Ohio, and locations of notable changes incorporated into Refined Alternative I (Concept I-W).</p> <p>In support of the KYTC <i>Complete Streets, Roads, and Highways Policy</i>, the ODOT <i>Multimodal Design Guide</i>, and the OKI <i>Regional Complete Streets Policy</i>, Refined Alternative I (Concept I-W) will promote safety for bicyclists and pedestrians. The frontage roads and ramp connections with local streets are being designed as lower-speed urban roadways, which will encourage drivers to decelerate to safe speeds prior to reaching bicycle and pedestrian crossings. Furthermore, the buffer distance between automobile traffic and sidewalks and shared-use paths will be increased, improving bicyclist and pedestrian safety and comfort. Finally, lighting will be installed in underpass areas to improve safety and security for pedestrians and bicyclists.</p>	
		B-208-5	03/08/2024 - 3. Alternatives CEQ NEPA regulations describe the importance of the alternatives analysis: “This	The alternatives analysis completed during the development of the 2012 EA/FONSI for the BSB Corridor Project considered 25 alternatives and over 25 sub-	Introduction (1.)

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			<p>section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment (Sec. 1502.15) and the Environmental Consequences (Sec. 1502.16), it should present the environmental impacts of the proposal and the alternatives in comparative form, thus, sharply defining the issues and providing a clear basis for choice among options by the decision-maker and the public.”</p> <p>FHWA Technical Advisory T 6640.8A guidance recommends that the Alternatives Analysis section of environmental documents begin with a concise discussion of how and why the “reasonable alternatives” were developed for detailed study, and explain why other alternatives were eliminated.</p> <ul style="list-style-type: none"> <li>• The SEA does not include a reasonable range of alternatives to the proposed Project.</li> <li>• The SEA fails to discuss an alternative with fewer lanes than the “preferred alternative.”</li> <li>• The SEA fails to discuss an alternative that would minimize the Project’s footprint, reduce negative impacts and increase safety.</li> <li>• The SEA fails to allow for future transit/rail as an alternative, thereby shutting off avenues and choices for better movement of goods and people and significantly improving air and water quality.</li> <li>• The SEA does not address alternatives to serve the high number of low-income, minority, elderly and no-car households in the Project corridor (Fig. 3). The small number of sidewalk and cycling enhancements do nothing to connect residents to jobs and services and provide no options for crossing the Ohio River other than vehicular traffic.</li> <li>• The SEA does not address or meet the needs</li> </ul>	<p>alternatives, including the no-build condition. Alternatives with fewer lanes were removed from further study because they could not accommodate the projected traffic demand. The alternatives evaluation for the BSB Corridor Project was documented in the 2012 EA and remains applicable to the project. Reevaluations completed in 2015 and 2018 concluded that the 2012 FONSI remained valid. The supplemental EA assesses updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), and further environmental commitments (enhancements and mitigation), that have occurred since the 2012 EA/FONSI.</p> <p>Refined Alternative I (Concept I-W) incorporates several refinements that reduce the project’s overall footprint and associated impacts, including optimizing interchange geometry by utilizing the land formerly occupied by the dunnhumby USA headquarters, reducing shoulder widths to match updated design criteria, designing to appropriate speeds to reduce the required radii of curvature, constructing retaining walls, and reducing the width of the companion bridge.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the <a href="#">North South Transportation Initiative</a> (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that transit improvements alone would not address capacity issues on I-71/I-75. Therefore, neither transit expansions nor passenger rail would meet the project purpose and need, and they are not considered to be reasonable alternatives for the BSB Corridor Project.</p> <p>The project has not incorporated passenger rail into the design because it is not supported by the project’s purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed</p>	<p>Project History (1.2)</p> <p>Purpose and Need (2.)</p> <p>Alternatives (3.)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Environmental Justice (4.1.7)</p> <p>Socioeconomic Groups (4.1.8)</p>

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			<p>of the nearly 23% of residents in the corridor who do not have reliable access to a car (Fig. 3).</p> <p>[The comment includes a map with the caption: Fig. 3 OKI Environmental Justice map <a href="https://gis.oki.org/ej/">https://gis.oki.org/ej/</a>]</p>	<p>and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>The Southwest Ohio Regional Transit Authority (SORTA) and the Transit Authority of Northern Kentucky (TANK) have been involved in the development of the project and encouraged to provide feedback as members of the Project Advisory Committee. TANK also accepted an invitation to be a participating agency during the preparation of the supplemental EA. Refined Alternative I (Concept I-W) is compatible with local transit services, does not preclude future transit plans and will not result in permanent or detrimental effects on transit access.</p> <p>Refined Alternative I (Concept I-W) is expected to provide an overall public benefit for transit in the area by reducing congestion and improving reliability for bus routes that use the existing BSB for 210 trips every weekday. In addition, new and improved sidewalks, shared-use paths, and bicycle lanes will enhance connections to existing bus stops.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (environmental justice) populations. The analysis concluded that Refined Alternative I (Concept I-W) would not result in adverse effects on pedestrian, bicycle, or transit access and mobility in environmental justice (EJ) communities.</p> <p>A <a href="#">Socioeconomic Technical Report</a> (January 2024) was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no impacts to pedestrian, bicycle, and transit access and mobility for these populations and groups.</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
		B-208-6	<p>03/08/2025 - We concur with concerns raised by U.S. EPA during its review of the NEPA Analysis. "EPA is concerned with potentially significant construction and operational air quality and noise impacts on low-income and minority communities that have already experienced longstanding environmental impacts from I-71/I-75. EPA is also concerned with impacts from induced travel demand, induced development/growth, and direct and indirect releases of greenhouse gases."</p> <p>Mitigation plans (p. B5-156 Supplemental Environmental Assessment Appendices) recommended by U.S. EPA include planting coniferous trees along the roadways; however, the long-term benefits of these plantings are in doubt because conifers are most susceptible to particulate air pollution (Sidor et al. 2021).</p>	<p>The U.S. Environmental Protection Agency (USEPA) is a federal cooperating agency for the BSB Corridor Project. FHWA has addressed all comments received from federal cooperating agencies. All cooperating and participating agencies have been notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating and cooperating agencies.</p>	Participating & Cooperating Agencies (5.4)
		B-208-7	<p>03/08/2024 - 4.0 Environmental Resources, Impacts &amp; Mitigation</p> <p>The SEA does not adequately identify or analyze the full breadth of environmental impacts that can be expected to emanate from the proposed Project.</p> <p>Highway runoff issues</p> <p>I-75 specific data. Environmental engineers sampled stormwater runoff and snow melt runoff along I-75 in Cincinnati, OH and reported levels of toxic heavy metals in excess of Ohio EPA regulatory limits (Table 1). Sansalone and Buchberger (1996, 1997) noted that the composition of the runoff was affected by both the type of precipitation and the intensity of the rainfall events.</p> <p>[The comment includes a table with the caption: Table 1. Toxic metal concentrations measured in I-75 highway runoff (Sansalone</p>	<p>The design, construction, and maintenance of the BSB Corridor Project will be in accordance with applicable water quality regulations. Although there are no current regulations based on tire particulates, ODOT and KYTC are working to improve water quality through stormwater runoff management across all projects in their respective states. In northern Kentucky, transportation projects must address the quantity of stormwater runoff by separating interstate runoff from combined sewer systems. While only runoff from new impervious area is required to be separated, KYTC will separate all interstate runoff from the BSB corridor from the existing combined sewer system.</p> <p>In the Cincinnati area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing measures known as best management practices (BMPs) to reduce stormwater pollutants. The project will separate highway drainage from the existing combined sewer system in</p>	<p>Design Criteria (3.4)</p> <p>Construction Impacts (4.11)</p> <p>Utilities (4.12.1)</p> <p>Permits (4.15)</p>

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			<p>and Buchberger 1997. Characterization of solid and metal element distributions in urban highway stormwater. <i>Wat. Sci. Technol.</i> Vol. 36. No. 8-9. pp. 155-160]</p> <p>In the subsequent decades, considerably more research has been conducted on the issue of toxics in highway runoff. These studies have documented issues related to toxic metals, particulates, and organic compounds related to vehicular traffic.</p> <p>[The comment cites six supporting sources.]</p> <p>Despite this wealth of research, the issue of toxic metals and organic compounds in highway runoff is not addressed in the SEA. There is no specific reference about which BMPs would be used to treat runoff, and there is no evidence that current methods are sufficient to reduce the risks from both metals and organic toxics.</p> <p>Mitigation plans described in the Supplemental Environment Assessment (p. 219) are vague and do not include quantification of stormwater pollutants, detailed descriptions of mitigation measures and their effectiveness, performance standards to verify effectiveness. The SEA promises that “The stormwater system along the BSB corridor will be completely replaced...” However, plans divulged during meetings with ODOT and MSD suggest that a 150+ year-old sewer that is frequently flooded will be the primary conduit for removing highway runoff. Please see 4.12.1 Metropolitan Sewer District (MSD) for additional information on issues related to stormwater and treatment issues.</p> <p>Tire wear and production of toxic 6-PPD quinones. The additive 6-PPD has been used for over 40 years and “is assumed to be ubiquitous in roadway runoff.” Tire wear and</p>	<p>Ohio, and ODOT will partner with the Metropolitan Sewer District of Greater Cincinnati (MSD) to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, providing vegetative swales in the BSB corridor in Ohio would require additional impacts to surrounding properties. Therefore, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p> <p>The existing sewer referenced by the commenter is outside the project area and owned by MSD. During detailed design, MSD will inspect and make recommendations on needed repairs for this piece of infrastructure. The required work for the separation of interstate stormwater runoff that will be incorporated into the BSB Corridor Project will be finalized during detailed design and through ongoing coordination between ODOT and MSD. MSD will continue to own and maintain this sewer.</p> <p>Finally, KYTC and ODOT have incorporated environmental commitments into the project that require the resident engineer and contractor to develop BMPs prior to onsite activities to ensure continuous erosion control throughout the construction and post-construction period. Best management practices for sediment and erosion control will be finalized during the project’s detailed design phase. Erosion and sediment control will be managed according to the requirements of KYTC’s <i>Standard Specifications</i> and ODOT’s <i>Construction and</i></p>	

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			<p>environmental oxidation accelerated by ozone transforms 6-PPD in the highly reactive and toxic product 6-PPD quinone has demonstrated lethality to Coho salmon at low levels and is toxic to rainbow trout, King salmon and potentially other aquatic species. Tire particulates have been found in fish samples nationwide.</p> <p>[The comment cites two supporting sources.]</p> <p>Given that the AASHTO 2023 problem statement was submitted by ODOT staff member Tim Hill, it is inconceivable that the risks associated with tire debris and the toxic effects of 6-PPD quinone were unknown to ODOT. However, these risks are not included in either the original or Supplemental Environmental Assessment.</p> <p>Unique risks to Mill Creek. The Mill Creek, which runs parallel to I-75 in Greater Cincinnati has been considered one of the nation's most impaired waterways. Recent findings confirm that the creek is under environmental stress from numerous factors including high chloride concentrations from runoff and the impact of sewer overflows (Fig. 4)</p> <p>[The comment includes a map with the caption: Fig. 4. Mill Creek locations of combined sewer overflows, pump station overflows and sanitary sewer overflows.]</p> <p>These combined impacts leave the creek particularly vulnerable to additional environmental pollutants on aquatic life, particularly in key areas such as primary headwater habitat (Fig. 5)</p> <p>[The comment includes a map with the caption: Fig. 5. Map highlighting areas along the Mill</p>	<p><i>Material Specifications</i>, including ODOT's Supplemental Specification 832 <i>Temporary Sediment and Erosion Control</i>. KYTC and ODOT will also manage erosion and sediment control through each state's permitting process for the National Pollutant Discharge Elimination System. Best management practices will also be in accordance with the most current versions of KYTC's <i>Highway Design Guidance Manual</i> and ODOT's <i>Location and Design Manual, Volume 2</i>.</p> <p>Impacts to water quality will also be addressed as part of the Section 401 Water Quality Certification and the National Pollutant Discharge Elimination System permitting processes.</p>	

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			<p>Creek which are impaired for aquatic life. PHW = primary headwater habitat.]</p> <p>[The comment cites one supporting source.]</p>		
		B-208-8	<p>03/08/2024 - 4.1 Social &amp; Economic Resources 4.1.1 Land Use</p> <p>Advocates for expanded access to land in Queensgate and the West End of Cincinnati (e.g. Bridge Forward) have presented alternatives that would improve connectivity to communities adversely impacted by the construction of I-75 (Fig. 2); however, their alternatives to greatly expand the amount of developable land and economic opportunities have not received due consideration. The SEA only considers training opportunities for EJ communities in the construction aspect of the Project whereas the Bridge Forward concepts would provide significantly more long-term, economic benefits to disadvantaged communities.</p>	<p>Refined Alternative I (Concept I-W) meets the project purpose and need, which is to improve traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. In addition, KYTC and ODOT have worked to incorporate several enhancements to provide additional community benefits. These include reducing the project footprint; reconfiguring the ramps in the downtown area to open up about 10 acres of additional land for potential future redevelopment or public use by the City of Cincinnati; building a wider bridge on Ezzard Charles Drive over I-75 that could support potential future civic space or retail development by the City of Cincinnati; and establishing goals for disadvantaged business enterprise participation, on-the-job training, and workforce development the progressive design-build contract.</p>	<p>Purpose and Need (2.)</p> <p>Additional Refinements (3.3)</p> <p>Economy and Employment (4.1.6)</p>
		B-208-9	<p>03/08/2024 - 4.1.2 Neighborhood and Community Cohesion</p> <p>The SEA (ES-Table I) perceives no impact from "limited residential displacements," parks, churches, and hospitals. How can that be? Page ES-5 lists residential and commercial relocations. How is separation of highway runoff a mitigation for taking 51.18 acres? Noise is already a concern and will increase as traffic volumes increase. Noise barriers are not a visual aesthetic and don't always reduce noise. They merely displace the energy, impacting additional areas in the corridor.</p>	<p>Given the limited number of residential relocations (4) and the distribution throughout the project area, the residential relocations required by Refined Alternative I (Concept I-W) are not anticipated to impact community cohesion.</p> <p>Ongoing acquisition activities in Kentucky and Ohio have indicated that affected businesses will be able to relocate within the same geographic area if so desired, either in existing structures or new construction. Furthermore, the businesses to be relocated do not serve unique community needs. None of the commercial relocations is expected to result in substantial job loss or economic impact. The only major employer required to relocate is the dunhumby USA headquarters; however, in anticipation of the BSB Corridor Project, a new expanded headquarters (currently under new ownership and called</p>	<p>Neighborhood and Community Cohesion (4.1.2)</p> <p>Travel Patterns and Access (4.1.4)</p> <p>Noise (4.8)</p>

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				<p>84.51°) has already been built about one-half mile east of its previous location. Therefore, the commercial relocations required by Refined Alternative I (Concept I-W) are not anticipated to impact community cohesion.</p> <p>Refined Alternative I (Concept I-W) will build new and/or reconstruct existing sidewalks, shared-use paths, and bicycle lanes on local streets that are parallel to or cross I-71/I-75. These improvements will increase the options available to pedestrians and bicyclists, which will enhance community connectivity along and across the I-71/I-75 corridor.</p> <p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. In addition, KYTC is proposing two noise/visual screening barriers to provide enhanced sound reduction in Kentucky. Public meetings and surveys will be conducted with the property owners and tenants who will benefit from noise and noise/visual screening barriers (benefitted receptors) at each location where they are proposed.</p> <p>Refined Alternative I (Concept I-W) incorporates aesthetic enhancements, multimodal facilities, noise reduction measures, and drainage improvements that will reduce combined sewer overflows and flooding in residential areas adjacent to I-71/I-75. Given the above, Refined Alternative I (Concept I-W) is expected to result in net improvements to community cohesion throughout the project area.</p> <p>The separation of stormwater runoff from existing combined sewer systems is not mitigation for land acquisition. In the context of neighborhood and community cohesion, the separation of stormwater runoff from existing combined sewer systems provides a</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				community benefit due to reduced flooding and combined sewer overflows.	
		B-208-10	<p>03/08/2024 - 4.1.7 Environmental Justice page ES-5 and ES-6 EJ 4.1.9 Disadvantaged Communities pages ES-6 ad ES-7 4.1.10 Children page ES-7</p> <p>We disagree with the conclusions in Sections 4.1.7, 4.1.9 and 4.1.10 in their entirety. Air quality is certain to be degraded, and EJ communities, the elderly and children are already negatively impacted by traffic-related air pollution. The community has been exposed to unhealthy levels of PM2.5 and ozone for years (<a href="https://www.lung.org/media/press-releases/sota-cincinnati-fy22">https://www.lung.org/media/press-releases/sota-cincinnati-fy22</a>). The effects of this persistent pollution has been devastating. Asthma-related hospital admissions for children in Hamilton County, OH were 88 times higher in low-income neighborhoods compared with the highest income neighborhoods (Beck et al. 2013). The same study found the entire county had admission rates 2.5 times higher than the national average and more than 10 times higher than the national average in the most affected neighborhoods. These data cannot be ignored when assessing the public health impact of additional traffic through the many low-income neighborhoods along the BSB corridor already heavily impacted by PM2.5 from diesel exhaust (Figs. 6A-C)</p> <p>[The comment includes a map with the caption: Fig. 6A. U.S. EPA EJ map showing high concentrations of diesel particulate matter.]</p> <p>[The comment includes a map with the caption: Fig.6B. OKI Long-Range Plan 2050 EJ map of Tristate poverty.]</p>	<p>An <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on EJ populations. The EJ analysis was conducted in accordance with the U.S. Department of Transportation Order 5610.2C and FHWA Order 6640.23A, which define disproportionately high and adverse effects. The EJ analysis also followed FHWA's <i>Guidance on Environmental Justice and NEPA</i> (December 16, 2011).</p> <p>The analysis concluded that Refined Alternative I (Concept I-W) would result in the following effects on EJ populations:</p> <ul style="list-style-type: none"> <li>- No adverse effects on community resources, access and mobility, safety, air quality, stormwater, visual setting, and workforce development;</li> <li>- No adverse indirect and cumulative effects;</li> <li>- No disproportionately high and adverse relocation, noise, or temporary construction effects; and</li> <li>- Net benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety for all modes of travel; reduced vehicle emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; direct and indirect workforce enhancements; and an interpretive display in the West End neighborhood.</li> </ul> <p>Specific to air quality effects on EJ populations, evaluations considered particulate matter that is 2.5 micrometers or less in diameter (PM2.5), carbon monoxide, and ozone. The project area is in attainment with National Ambient Air Quality Standards (NAAQS) for PM2.5 and carbon monoxide, and the project is in conformance with the NAAQS for ozone. In addition, a <a href="#">Quantitative MSAT Analysis Report (August 2023)</a> concluded that Refined Alternative I (Concept I-W) is not</p>	<p>Environmental Justice (4.1.7) Socioeconomic Groups (4.1.8) Children (4.1.10)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Federal law requires highway planners to address known health disparities related to traffic-related air pollution in EJ communities. The SEA does not articulate any plan to address the existing or expected additional disparities. Nearly all comments in SEA regarding EJ issues refer for workforce development. This is grossly insufficient, since only healthy workers are likely to benefit for high-intensity construction jobs, and those jobs would only provide short-term economic benefits. The community as a whole will continue to suffer.</p> <p>[The comment includes a map with the caption: Fig. 6C. OKI EJ map showing concentrations of minorities in BSB corridor.]</p> <p>Summary of research findings regarding health disparities and traffic-related air pollution There is a wealth of scientific research identifying the health disparities associated with pollutants generated by highway traffic. A sample of the findings are summarized here to support our position that the SEA does not adequately address the increased risks to human health and the Environmental Justice issues associated with living in close proximity to heavily trafficked highways. Many of the disorders linked to traffic-related air pollution are not even mentioned in the SEA; therefore, any proposed mitigation must be considered inadequate.</p> <p>[The comment cites eight supporting sources.]</p>	<p>anticipated to have an appreciable impact on mobile source air toxics (MSAT) emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the EJ study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the EJ study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Twenty (20) percent of the census block groups with minority and/or low-income populations in the EJ study area are in Kenton County; therefore, the slightly greater level of PM2.5 when the 2050 build scenario is compared to the 2050 no-build scenario will not be predominately borne by EJ populations nor is it appreciably more severe or greater in magnitude than the level of PM2.5 emissions for the non-EJ population.</p> <p>A <a href="#">Socioeconomic Technical Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including older adults, individuals with limited English proficiency, adults with disabilities, and zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality for these populations and groups.</p> <p>Likewise, Refined Alternative I (Concept I-W) is not anticipated to further degrade, and may improve, overall air quality in areas utilized by children.</p> <p>Temporary construction-related air quality impacts in areas with EJ populations, socioeconomic populations and groups, and children are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic</p>	

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				<p>congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-208-11	<p>03/08/2024 - 4.2 Ecological Resources 4.2.4 Threatened or Endangered Species The SEA proposed mitigation does nothing to protect wetlands or wildlife in the BSB Corridor. Action is needed to protect local habitats. This is especially important given the known risks to threatened and endangered species in the area (Fig. 7) and the inability of no-car households to access nature preserves and parks great distances from their homes.</p> <p>[The comment includes a map with the caption: Fig. 7 Critical habitat in project corridor derived from <a href="https://gis.oki.org/er/#center=39.08970109162804,-84.45568084716797&amp;zoom=12&amp;basemap=streetsBasemap&amp;layers=etrSpecies,streamsHabitat,streamsSpecial">https://gis.oki.org/er/#center=39.08970109162804,-84.45568084716797&amp;zoom=12&amp;basemap=streetsBasemap&amp;layers=etrSpecies,streamsHabitat,streamsSpecial</a>]</p>	<p>Completely avoiding wetland impacts would require shifting the I-71/I-75 mainline in Kentucky, which would substantially increase project costs and would create greater impacts to existing homes and businesses and stormwater management facilities east of the highway. Therefore, completely avoiding the wetlands was not practicable. The project includes environmental commitments that require the resident engineer and contractor to develop BMPs prior to onsite activities to ensure continuous erosion control to protect water quality throughout the construction and post-construction period, which will minimize potential for impacts to wetlands. Further avoidance and minimization efforts will be investigated during the project's progressive design-build contract, the Section 404 permitting process, and the Section 401 Water Quality Certification process.</p> <p>Refinements incorporated into Refined Alternative I (Concept I-W) have reduced stream impacts. Further avoidance and minimization of impacts to streams and rivers will be investigated during the project's progressive design-build contract, the Section 404 permitting process, and the Section 401 Water Quality Certification process.</p> <p>Permanent wetland impacts will be mitigated via the KYTC Bath County/Ova Arnett advanced mitigation site or the Kentucky Department of Fish and Wildlife Resources in-lieu fee mitigation program. Permanent stream impacts, including impacts to the Ohio River, will be mitigated via</p>	<p>Wetlands (4.2.1) Streams and Rivers (4.2.2) Threatened or Endangered Species (4.2.4)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>the Licking River Mitigation Bank. Refined Alternative I (Concept I-W) will also implement best management practices for sediment and erosion control to further protect wetlands and streams.</p> <p>Refinements incorporated into Refined Alternative I (Concept I-W) have also reduced the impacts to terrestrial habitats. The removal of up to 90 acres of forested habitat will result in the loss of potential foraging or maternity areas for the Indiana bat, the northern long-eared bat, and the tricolored bat. The removal of up to 4.38 acres of riparian habitat will result in the loss of potential foraging areas for the gray bat. Construction in the Ohio River will impact habitat for state listed mussel species. Refined Alternative I (Concept I-W) will not affect or change access to habitat areas, nature preserves, or parks.</p> <p>Environmental commitments have been incorporated into the project to minimize and mitigate the effects on threatened or endangered species. Ohio and Kentucky follow separate policies, programmatic agreements, and regulations concerning these species; therefore, each state will incorporate separate minimization and mitigation measures for the Indiana bat, gray bat, the northern long-eared bat, little brown bat, and tricolored bat.</p> <p>In Kentucky, the mitigation measures include providing a contribution to the Imperiled Bat Conservation Fund, which will offset project-related impacts to terrestrial habitats by acquiring and protecting forested habitat, providing habitat management and improvement, and providing focused research and monitoring efforts. Tree removal in Kentucky will be minimized, and no tree removal will occur from June 1 to July 31 when federally listed bats may be using those habitats. In addition, measures to protect stream areas in Kentucky will be implemented both during and after construction.</p> <p>In Ohio, the mitigation measures include avoiding tree removal in excess of what is required to implement the project safely. No tree removal in Ohio will occur from April 1 through September 30, when federally and state</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>listed bats may be using those habitats. Ohio standards and specifications related to lighting; dust control; and water quality, wetland, and stream protection will also minimize and mitigate effects to federally and state listed bat species.</p> <p>Environmental commitments incorporated into the project include mussel salvage (relocation) within areas of direct impact and appropriate salvage zone buffers that will be conducted per the <i>Ohio Mussel Survey Protocol</i>.</p>	
		B-208-12	<p>03/08/2024 - Floodplains - The Ohio River floods. The increased take of land means more impermeable surface and less capacity for floodwaters. Climate change indicates that flooding will increase. The SEA does not address how the community will be affected and damaged by flooding.</p>	<p>A regulated floodway is present along the north and south banks of the Ohio River, and piers for the new companion bridge will be constructed in the floodway. Hydraulic analyses will be completed based on the bridge type selected during the project's design-build phase to determine floodplain impacts and permitting requirements. Floodplain permits will be obtained from the City of Cincinnati and the City of Covington for impacts to the floodplain of the Ohio River before construction activities impacting floodplains/floodways occur. If the hydraulic analyses identify floodway impacts, a Conditional Letter of Map Revision/Letter of Map Revision will be obtained from the Federal Emergency Management Agency.</p>	<p>Floodplains (4.2.5) Permits (4.15)</p>
		B-208-13	<p>03/08/2024 - 4.4 Regulated Materials. How is contaminated soil and groundwater going to be addressed? What contingency plans are in place for spills during construction and from increased truck traffic through the corridor?</p>	<p>The project includes an environmental commitment that plan notes will be developed during detailed design for underground storage tank removal, petroleum contaminated soil and groundwater, solid waste, and abandonment of existing groundwater monitoring wells. The project also includes an environmental commitment that requires the preparation of a Spill Prevention Control and Countermeasures Plan that is acceptable to KYTC, ODOT, and the Kentucky Department for Environmental Protection. This plan will define, at minimum, protocols for the managing, handling, and disposing of oil spills, including contact with emergency response personnel, safety data sheets, and copies of agreements with agencies that would be part of a spill-response effort. The plan will also outline communication protocols to ensure</p>	<p>Regulated Materials (4.4) Drinking Water (4.2.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				proper and timely notification of nearby public drinking water supplies in the event of a spill.	
		B-208-14	<p>03/08/2024 - 4.6 Air Quality            We strongly disagree with the SEA conclusion of minimal and potentially improved air quality. We concur with comments submitted by the Greater Cincinnati Coalition for Transit and Sustainable Development regarding degradation of air quality and submit additional comments and documentation here.            Nitrogen oxides are highly toxic and reactive gases that undergo photo-oxidation to produce ground-level ozone, which is a priority pollutant. Vehicular traffic is the primary contributor to NOx pollution (Fig. 8) The Greater Cincinnati area suffers from repeated exceedances of National Ambient Air Quality Standards, and even when levels are “moderate,” those with asthma, COPD and other respiratory illnesses are at higher risk of adverse health effects. Using the same U.S. EPA MOVES data to calculate the impact of SEA traffic projections, we determined that there would be a significant increase in NOx (Table 2).</p> <p>[The comment includes a table with the caption: Fig. 8. Highway traffic contributes more than half of all NOx pollution, which is a major contributor to ground-level ozone.]</p> <p>[The comment includes a table with the caption: Table 1. Estimates of additional NOx pollution attributable to increased traffic in the BSB corridor.</p> <p>Assuming only 50,000 more vehicles per day, the amount of benzo[a]pyrene released in the corridor would be the equivalent of smoking 8,468,000,000 cigarettes each year. Benzo[a]pyrene (BaP) is a Group 1 carcinogen</p>	<p>Air quality evaluations of Refined Alternative I (Concept I-W) considered PM2.5, carbon monoxide, and ozone.</p> <p>All areas in both states are currently in attainment for carbon monoxide. As such, carbon monoxide conformity requirements do not apply to transportation projects in Kentucky or Ohio, and no additional analysis related to carbon monoxide is required for Refined Alternative I (Concept I-W).</p> <p>In November 2022, OKI completed a regional emissions and air quality conformity analysis demonstrating that the 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan conform to all applicable USEPA approved State Implementation Plans for air quality. The BSB Corridor Project is included in OKI’s air quality conforming 2021-2024 Transportation Improvement Program and 2050 Metropolitan Transportation Plan. Furthermore, the design concept and scope of Refined Alternative I (Concept I-W) have not changed substantially from what is described in the Transportation Improvement Program. Therefore, no additional transportation conformity analysis is required related to ozone for Refined Alternative I (Concept I-W).</p> <p>Based on the most current designations, the project area is not located in a PM2.5 nonattainment or maintenance area. As such, PM2.5 conformity requirements do not apply, and additional PM2.5 analysis is not required for Refined Alternative I (Concept I-W).</p> <p>KYTC and ODOT conducted a quantitative emissions analysis of nine MSAT compounds for the 2020 existing, 2050 no-build, and 2050 build scenarios using USEPA’s MOrtor Vehicle Emission Simulator (MOVES) and travel demand models for the project’s approved certified traffic, and documented the results in a <a href="#">Quantitative MSAT Analysis Report</a> (August 2023). The emissions for all</p>	Air Quality (4.6)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>(IARC 2018) and ranked 8<sup>th</sup> on the U.S. government’s Priority Pollutants List while the entire class of compounds (polycyclic aromatic hydrocarbons/PAHs) ranks 9<sup>th</sup> (ASTDR 2019). The most detailed human studies used personal monitors and measurements of PAHs in cord blood to assess prenatal exposures in non-smoking women exposed to high levels of air pollution during pregnancy. Exposed children were followed through adolescence and consistently showed cognitive deficits and behavioral problems (Perera et al. 2018; 2014; 2012). Margolis et al. (2021) recently reported associations between prenatal PAH exposures and impaired performance on tests of language, spelling and math. These adverse outcomes can be exacerbated by early life stress in at-risk populations (Pagliaccio et al. 2020). Biotransformation of ingested or inhaled PAHs results in reactive metabolites that can form DNA adducts, increasing the risk of mutations leading to cancer or birth defects (Mallah et al. 2022a, Kim et al. 2013). Other adverse human health outcomes associated with PAH exposure include stunted growth in exposed children (Jedrychowski et al. 2015), metabolic syndrome (Zhang et al. 2020), immune suppression (Tooker et al. 2021, Burchiel &amp; Luster 2001), hypertension in both adults (Wang et al. 2022) and children (Liu et al. 2022) and cardiovascular disease (Mallah et al. 2022). Data from the United States National Health and Nutrition Examination Survey (NHANES) demonstrated that PAH exposures vary across ethnic groups with Hispanic and non-Hispanic Black populations at highest risk (Wang et al. 2022).</p> <p>[The comment cites 18 supporting sources.]</p>	<p>analyzed MSAT pollutants are projected to decrease when the 2050 no-build and 2050 build scenarios are compared to the 2020 existing scenario. Eight MSAT pollutant emissions are projected to be less when the 2050 build scenario is compared to the 2050 no-build scenario. Polycyclic organic matter is anticipated to be 0.5 percent greater when the 2050 build scenario is compared to the 2050 no-build scenario. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference between the 2050 build and 2050 no-build scenarios is not considered to be significant, and Refined alternative I (Concept I-W) is not anticipated to have an appreciable impact on MSAT emissions.</p> <p>To further evaluate air quality considerations, KYTC and ODOT completed an emissions burdens analysis that modeled the levels of volatile organic compounds, nitrogen oxides, and PM2.5 for 2020 existing, 2050 no-build, and 2050 build scenarios using MOVES and travel demand models for the project’s approved certified traffic. Refined Alternative I (Concept I-W) will improve traffic flow and reduce traffic congestion and vehicle idling in the area transportation network, which is expected to reduce vehicle emissions and improve local air quality. When the 2050 build scenario is compared to the 2020 existing scenario, vehicle emissions throughout the study area are expected to be substantially reduced. When the 2050 build scenario is compared to the 2050 no-build scenario, vehicle emissions throughout the study area are expected to be less or approximately the same, with slightly greater levels of PM2.5 in Kenton County. Since the future scenarios are anticipated to have a substantial decrease in emissions when compared to the 2020 existing scenario, the minor difference for PM2.5 in Kenton County between the 2050 build and 2050 no-build scenarios is not considered to be significant.</p> <p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p>	
		B-208-15	<p>03/08/2024 - 4.7 Greenhouse Gases &amp; Climate Change</p> <p>We strongly disagree with the SEA conclusion of minimal effects on greenhouse gas emissions and climate change and concur with comments submitted by the Greater Cincinnati Coalition for Transit and Sustainable Development. We submit additional comments and documentation here.</p> <p>The average passenger vehicle emits 4.6 metric tons of carbon dioxide a year, and transportation accounts for the largest percentage of greenhouse gas emissions (Fig. 9)</p> <p>[The comment includes a chart with the caption: Fig. 9. Proportion of greenhouse gases attributable to transportation and other sectors. Source: <a href="https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle">https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle</a>]</p> <p>Using the same U.S. EPA MOVES data to calculate the impact of SEA traffic projections, we determined that the increase in greenhouse gas emissions would be substantial (Table 3).</p>	<p>The evaluation of greenhouse gases and climate change prepared for the supplemental EA followed the guidance issued by the Council on Environmental Quality using methodologies discussed and in consultation with USEPA. The analysis was conducted at a quantitatively high level using USEPA's MOVES, which is USEPA's official model for state implementation plans and transportation conformity analyses and is listed by the U.S. Department of Transportation as the most common approach for modeling greenhouse gas emissions for transportation projects.</p> <p>KYTC and ODOT conducted an analysis that modeled the quantity of greenhouse gas emissions expected to occur in Campbell, Kenton, and Hamilton counties for the 2020 existing, 2050 no-build, and 2050 build scenarios. The greenhouse gas emissions analysis was conducted using travel demand models for the project's approved certified traffic. Greenhouse gas emissions are expected to decrease by approximately 10 percent for both the 2050 no-build and 2050 build scenarios when compared to the 2020 existing scenario. These reductions are primarily due to the implementation of the latest federal emissions standards coupled with fleet turnover. Greenhouse gas emissions are expected to be 0.7 percent greater when the 2050 build condition is compared to the 2050 no-build</p>	<p>Greenhouse Gases and Climate Change (4.7)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Our calculations used the most favorable emission levels assuming significant reductions in emissions for all vehicle types by 2030 and current data on percentage of cars, light-duty and heavy-duty trucks on the road. Given the longevity of vehicles, it is highly likely these are gross under-estimates of the actual impact.</p> <p>[The comment includes a table with the caption: Table 3. Estimated carbon dioxide emissions based on traffic projections in SEA. Calculations are based on 8 miles (corridor length) * kg carbon dioxide per mile per vehicle type * 365 days]</p> <p>The lack of a specific plan for highway stormwater obviously does not tell us if the unknown plan will protect from flooding and be adequate to address climate change storms. The mitigation here is inadequate. ODOT and FHWA must include analysis of climate change impacts on the stormwater system. ODOT's TAMP (Transportation Asset Management Plan) and the Ohio DOT Infrastructure Resiliency Plan (referenced in the TAMP) merely suggest ODOT might need to prepare for climate change and might make some plans. The SEA lacks serious attention to the climate impact of the BSB Corridor, itself and any plans or policies to mitigate. The mitigation, page ES-11, is "project implemented in accordance with KYTC and ODOT Transportation Asset Plans", is meaningless as there are no plans to actually mitigate or create solutions to increase resiliency in the face of climate change.</p>	<p>condition. This is primarily due to an increase in vehicle miles of travel that will occur throughout the area transportation network as a result of Refined Alternative I (Concept I-W). In addition, the 0.7 percent difference in greenhouse gas emissions is less than the associated 1.7 percent difference in total vehicle miles of travel. Therefore, greenhouse gas emissions resulting from Refined Alternative I (Concept I-W) are expected to have minimal effects on climate change.</p> <p>Refined Alternative I (Concept I-W) will separate highway runoff from combined sewer systems and will address surcharging in the Peaselburg neighborhood. These measures will reduce combined sewer overflows and flooding and thereby promote climate resilience in the project area. In addition, KYTC and ODOT address issues related to climate change on a statewide level through their <i>Transportation Asset Management Plans</i>. The design, construction, and maintenance of Refined Alternative I (Concept I-W) will be in accordance with each state's <i>Transportation Asset Management Plan</i>.</p>	
		B-208-16	<p>03/08/2024 – 4.8 Noise Multiple commenters at the February 2024 public meetings addressed concerns about noise pollution, particularly in Northern</p>	<p>KYTC, ODOT, and FHWA will consider all comments received during the public comment period, including any comments pertaining to noise, prior to FHWA making a final decision on the supplemental EA. A detailed</p>	Noise (4.8)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Kentucky, and asserted that proposed mitigation measures will not be adequate to avoid or even minimize the impacts of noise pollution on surrounding populations.</p>	<p>summary providing responses to all public and agency comments will be incorporated into the final environmental document. In addition, KYTC and ODOT will provide written responses to each participating or cooperating agency who submitted comments.</p> <p>KYTC and ODOT evaluated noise for Refined Alternative I (Concept I-W) in accordance with their respective state noise policies. As a result of those studies, KYTC is proposing seven noise barriers to mitigate noise impacts in Kentucky, and ODOT is proposing five noise barriers to mitigate noise impacts in Ohio. Recognizing from neighborhood outreach efforts that traffic noise is a primary concern of area residents, KYTC conducted technical studies to evaluate additional noise/visual screening barriers where noise impacts were predicted but noise barriers were not warranted. Based on the technical feasibility and public comments received during outreach activities, KYTC is proposing two additional noise/visual screening barriers in Kentucky.</p> <p>In accordance with the KYTC <i>Noise Analysis and Abatement Policy</i>, a noise abatement public meeting and surveys will be conducted with the property owners and tenants who will benefit from proposed noise barriers and noise/visual screening barriers during the detailed design phase of the BSB Corridor Project. In accordance with the ODOT <i>Analysis and Abatement of Highway Traffic Noise Policy Statement</i>, ODOT will conduct noise abatement public involvement with property owners and tenants who would benefit from proposed noise barriers in Ohio during the detailed design phases of the project.</p> <p>Construction noise is expected to generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. During construction, the project team has committed to incorporating proactive and reactive measures to address construction noise. This will be accomplished through equipment selection and maintenance, potential screening/shielding/barriers, scheduling of work,</p>	



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				education of staff, and the development and implementation of the project's communication plan.	
		B-208-17	<p>03/08/2024 - 4.9 Visual Resources 4.10 Indirect &amp; Cumulative Effects ODOT lacks useful BMPs and therefore this mitigation is useless. ODOT and FHWA must create standard for sediment and erosion control, improve existing work practices, continuously monitor for any damages and correct the system to meet performance standards.</p> <p>The cumulative impacts of stormwater continuing to be sent to combined sewers throughout this project has been extremely damaging and there is no mitigation in the SEA to address that.</p> <p>The cumulative impacts of the ongoing environmental assaults that will continue throughout the life cycle of the Project Corridor are not being described or addressed.</p>	<p>Best management practices for sediment and erosion control will be finalized during the project's detailed design phase. Erosion and sediment control will be managed according to the requirements of KYTC's <i>Standard Specifications</i> and ODOT's <i>Construction and Material Specifications</i>, including ODOT's Supplemental Specification 832 <i>Temporary Sediment and Erosion Control</i>. KYTC and ODOT will also manage erosion and sediment control through each state's permitting process for the National Pollutant Discharge Elimination System. Best management practices will also be in accordance with the most current versions of KYTC's <i>Highway Design Guidance Manual</i> and ODOT's <i>Location and Design Manual, Volume 2</i>.</p> <p>Both KYTC and ODOT are separating all interstate runoff in the BSB corridor from existing combined sewer systems, which will reduce combined sewer overflows in the Ohio River and Mill Creek and will result in cumulative improvements to water quality.</p> <p>For the supplemental EA, the horizon year for the cumulative effects assessment has been extended to 2050, which corresponds to the regional planning horizon for OKI's long-range transportation plan. The planned, programmed, and committed actions included in the cumulative effects assessment were updated based on a review of OKI's 2050 Metropolitan Transportation Plan documents. The supplemental EA concluded that Refined Alternative I (Concept I-W) would result in a minor contribution to cumulative business displacements; residential displacements; historic properties impacts; stormwater runoff; and loss of parkland, wetlands, streams, and threatened and endangered species habitat.</p> <p>Based on the evaluation of direct impacts contained in the supplemental EA, Refined Alternative I (Concept I-W) will improve community cohesion, improve traffic flow and</p>	<p>Cumulative Effects (4.10.2) Construction Impacts (4.11) Utilities (4.12.1)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>safety for all modes of travel, provide additional economic opportunities, improve air quality, abate noise, improve aesthetics, and reduce flooding and storm sewer overflows, which will offset negative cumulative effects resulting from Refined Alternative I (Concept I-W).</p> <p>Given the above, when considered with other past, present, and reasonably foreseeable projects, Refined Alternative I (Concept I-W) is expected to result in a minor contribution to cumulative impacts.</p>	
		B-208-18	<p>03/08/2024 - 4.11 Construction The SEA does not address stormwater and under the existing FONSI has not properly managed dust, erosion and sediment, air pollution or stormwater.</p>	<p>Temporary construction-related air quality impacts are expected due to increased dust and mobile source emissions from construction equipment and increased emissions from increased traffic congestion during construction. Environmental commitments have been incorporated into the project to minimize and mitigate temporary construction impacts. Temporary air quality effects will be minimized by following federal, state, and local regulations regarding dust and emission controls. In addition, KYTC and ODOT will develop and implement a dust control plan and an ambient air quality monitoring program for sensitive areas in the corridor, including areas utilized by children and other sensitive land uses such as schools, parks and recreation areas, and hospitals.</p> <p>Construction activities such as removing vegetation and soil may cause increased erosion and sedimentation. Erosion and sediment control will be managed according to the requirements of KYTC's <i>Standard Specifications</i> and ODOT's <i>Construction and Material Specifications</i>, including ODOT's SS 832 <i>Temporary Sediment and Erosion Control</i>. KYTC and ODOT will also manage erosion and sediment control through each state's permitting process for the National Pollutant Discharge Elimination System.</p>	Construction Impacts (4.11)
		B-208-19	<p>03/08/2024 - 4.12 Utilities &amp; Railroads 4.12.1 Metropolitan Sewer District (MSD) Background</p>	<p>The project will be designed, constructed and maintained with applicable stormwater requirements. In the Cincinnati</p>	Environmental Justice (4.1.7)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Historically, Metropolitan Sewer District (MSD) has allowed extensive connections from stormwater pipes and inlets to combined sewer pipes as well as piping creeks directly into combined sewer pipes. Sanitary sewers have also been allowed to take in stormwater and extensive inflow and infiltration exists across the sewer shed. The impact of roads and highways (all impermeable) discharging stormwater into combined sewers is a major part of the Metropolitan Sewer District's (MSD) high volume of stormwater, requiring both collection and treatment at the Waste Water Plants.</p> <p>Some efforts have been made to limit stormwater going into the combined system. Or temporarily allowing stormwater to be separated and but then still going back into the combined system (Hopple Street and Martin Luther King interchange). Moreover, significant materials (debris, metal, vehicle parts, road salt and other pollutants) accumulate along roadways which are not swept or cleared before rainfall.</p> <p>The environmental impact of highway and road stormwater runoff going into local rivers includes large amounts of untreated sewage and highway pollutants. The burden of these environmental impacts is borne by the MSD ratepayers, especially in consent decree projects, waste water treatment and backup of sewage and stormwater going onto residents and business's property and backing up basements. The whole community is also adversely affected by ongong poor water quality.</p> <p>The impact of climate change to heavy (high volume, intense rainfall) localized flooding is critical to both preventing flooding on I-75 and also addressing impacts of stormwater</p>	<p>area, transportation projects must address both the quantity and quality of stormwater runoff, both by separating stormwater runoff from combined sewer systems and providing BMPs to reduce stormwater pollutants. ODOT and MSD have held multiple coordination meetings to discuss drainage design. The stormwater system along the BSB corridor in Ohio will be completely replaced, and the new system will be designed to meet current ODOT standards. The project will separate highway drainage from the existing combined sewer system in Ohio, and ODOT will partner with MSD to build infrastructure to drain directly to Mill Creek and/or the Ohio River. To address water quality treatment requirements in Ohio, vegetated options for stormwater BMPs will be utilized to the maximum extent practicable. Given the dense urban land use in the project area, the majority of the stormwater BMP treatment requirements will be addressed via off-site mitigation. In late 2022, ODOT and Ohio Environmental Protection Agency began discussions regarding providing offsite mitigation at a 1.5:1 ratio in the I-74 median within the same watershed as Phases I and II of the BSB Corridor Project. The technical review of the offsite mitigation will be completed during detailed design, and ODOT will continue to coordinate with Ohio Environmental Protection Agency as each project phase progresses through detailed design.</p> <p>The existing McClean sewer referenced by the commenter is outside the project area and owned by MSD. During detailed design, MSD will inspect and make recommendations on needed repairs for this piece of infrastructure. The required work for the separation of interstate stormwater runoff that will be incorporated into the BSB Corridor Project will be finalized during detailed design and through ongoing coordination between ODOT and MSD. MSD will continue to own and maintain this sewer.</p> <p>Best management practices for sediment and erosion control will be finalized during the project's detailed design phase. Erosion and sediment control will be managed</p>	<p>Socioeconomic Groups (4.1.8)</p> <p>Construction Impacts (4.11)</p> <p>Utilities (4.12.1)</p> <p>Public Involvement and Agency Coordination (5.)</p> <p>Environmental Commitments (Section 6. and ES-Table II)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>pollutants and flow into rivers and streams. As the impacts of climate change increase the region will be less able to cope with the volume of polluted water and what should be a resource to provide water during drought will not be of adequate water quality.</p> <p>The history of shifting the burden of stormwater pollution continues to be harmful to environmental justice communities, and includes no vehicle households. No vehicle household pay for overflow pollution costs partly through sewer fees, even though they do not drive. These burdens have been going on for years.</p> <p>Inadequacies of the SEA The Supplemental Environmental Assessment does not adequately address numerous aspects.</p> <ul style="list-style-type: none"> <li>• the adverse legacy issue of poor/non-existent/detrimental stormwater management</li> <li>• existing poor/non-existent/detrimental stormwater management seen to date in the I-75 widening/BSB Project</li> <li>• stormwater pollution control consistent with addressing current impacts and future requirements, such that the waters of the region are not polluted by highway runoff</li> <li>• erosion from high volume discharges</li> <li>• impacts of the ODOT proposal for separating stormwater and preventing it from entering the combined sewer system from the immediate footprint of the highway and the sewersheds the Project goes thru.</li> </ul> <p>- The specifics of “separation of highway stormwater runoff” are left to some future design and lacks information on what the principles and requirements that the possible future design would include. The lack of specificity is so extreme that the Project would not necessarily separate all the stormwater runoff from the highway. The SEA refers only to</p>	<p>according to the requirements of ODOT’s <i>Construction and Material Specifications</i>, including ODOT’s Supplemental Specification 832 <i>Temporary Sediment and Erosion Control</i>. ODOT will also manage erosion and sediment control through the permitting process for the National Pollutant Discharge Elimination System. Best management practices will also be in accordance with the most current version of ODOT’s <i>Location and Design Manual, Volume 2</i>. Highway spills during the operation of the project following the construction period will be managed according to existing policies and procedures. ODOT will own and conduct maintenance of interstate drainage and stormwater infrastructure after work is completed as part of its normal operating procedures. The maintenance of the BSB Corridor Project will be in accordance with statewide practices and ODOT’s <i>Transportation Asset Management Plan</i>. ODOT’s <i>Transportation Asset Management Plan</i> includes inventory and/or inspection solutions to actively manage post-construction BMPs, which are storm water structural elements designed to reduce pollution caused by precipitation runoff.</p> <p>An <a href="#">Environmental Justice Analysis Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on low-income and minority (EJ) populations. The analysis concluded that Refined Alternative I (Concept I-W) would not result in adverse stormwater effects in EJ communities.</p> <p>A <a href="#">Socioeconomic Technical Report</a> was prepared to assess the effects of Refined Alternative I (Concept I-W) on several populations and groups, including zero-car households. The analysis concluded that Refined Alternative I (Concept I-W) would have no stormwater impacts for zero-car households.</p> <p>The final NEPA decision for the BSB Corridor Project will include a final, comprehensive list of environmental commitments incorporated into the project, including environmental commitments related to stormwater. Per 23 CFR § 771.109(b)(1), KYTC and ODOT, in</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>“reduce flooding and combined sewer overflows”. Elimination of stormwater-caused combined sewer overflows is essential and well as protecting the community from flooding on the interstate.</p> <p>- There is no mention of highway spills during the future use of the highway (only construction spills are mentioned) that will be conveyed to communities and the environment if not captured and treated.</p> <ul style="list-style-type: none"> <li>• BMPs for stormwater management and water quality are undefined. BMPs will only be those in the ODOT manual. ODOT’s BMPs and ODOT’s MS4 permit both lack performance standards, monitoring to ensure compliance and requirements to make any necessary changes to ensure performance standards are met.</li> <li>• Stormwater and sediment management during construction has been poor to date. Construction at Sharon Rd and I-75 left drivers dealing with dirt and dust and muddy runoff for weeks. The NB Mitchell Avenue Exit still has landslides that should never have happened. During construction stormwater has escaped Jersey barriers and dumping volumes of muddy water on the highway and erosion along the adjacent hillside. Far better planning and monitoring needs to be built into the project, rather than leaving it up to “the resident engineer and contractor.” Unknown amounts of dirt have been discharged to Mill Creek and the air during construction.</li> <li>• Off-site mitigation will not address the inadequacy of discharging polluted stormwater into Mill Creek and the Ohio River adjacent to the Project. Leaving mitigation to some vague future plan does not tell us how this proposed mitigation will perform, how it will be monitored, what the performance standards will be or require modifications if performance standards are not met, how much pollution will actually be</li> </ul>	<p>cooperation with FHWA, are responsible for implementing mitigation measures stated as commitments in the supplemental EA and the final environmental decision documents unless FHWA approves of their deletion or modification in writing. FHWA will ensure that this is accomplished as a part of its stewardship and oversight responsibilities.</p> <p>The BSB Corridor Project has been designated a Major Project by FHWA. As such, Title 23 of the United States Code section 106(h)(2) requires the development of a <i>Project Management Plan</i>. For more information about <i>Project Management Plans</i>, please visit: <a href="https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm">https://www.fhwa.dot.gov/majorprojects/pmp/index.cfm</a>.</p> <p>KYTC, ODOT, and FHWA have developed a <i>Project Management Plan</i> for the BSB Corridor Project, which will be updated as the project phases advance. Among other items, the <i>Project Management Plan</i> establishes protocols for environmental compliance monitoring.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project’s environmental clearance. The ODOT project managers for the Phase I, II, and III contracts and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental EA and the final environmental decision documents. Compliance with the environmental mitigation and enhancement commitments for the BSB Corridor Project will be evaluated and documented at the conclusion of the final design and construction phases of each contract.</p> <p>The project mitigation measures and environmental commitments (including permits) will be reviewed at the pre-construction meetings with ODOT’s construction staff, KYTC’s construction staff, and the contractors. The BSB Corridor Project will be reviewed during construction by ODOT’s district staff and KYTC’s district staff to ensure that the mitigation measures and environmental</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>removed from the receiving stream if mitigation is done and how does that compare to the pollution from stormwater entering the Ohio and Mill Creek currently.</p> <ul style="list-style-type: none"> <li>• The SEA states that “ODOT will partner with MSD to build infrastructure to drain directly to Mill Creek and/or the Ohio River.” Details are lacking and proposals we have heard about are insufficiently developed and agreed to.</li> <li>• ODOT has a plan to install a pump station and build a collector pipe to the Ohio River. Few details are known about this plan. In short, the MSD proposal for a new stormpipe to go to the very old McLean sewer (condition unknown) and then to the Ohio River or Mill Creek, requires removal of sanitary line inputs, (partial separation) from the McLean sewer. The McLean sewer would then have modifications to take the sanitary sewage north and then west to the Wastewater Treatment Plant (WWTP) and the then south direction storm-only McLean sewer section would go to the Ohio River or Mill Creek (Fig. 10)</li> </ul> <p>[The comment includes a map with the caption: Fig. 10. Proposed plans to divert stormwater from I-75 into aging McLean Sewer.]</p> <ul style="list-style-type: none"> <li>• Numerous questions remain about which project will be selected and the impact of various</li> <li>• liabilities and costs.</li> <li>- which entity would be the owner of the project pieces,</li> <li>- who maintains the assets into the future,</li> <li>- the condition of the McLean sewer. It is over 150 years old in some sections (Fig. 11) and some sections have never been assessed and other sections haven’t been assessed for years,</li> <li>- who rehabilitates any sections in poor condition &amp; who pays,</li> </ul>	<p>commitments are carried out and to determine if additional mitigation measures and environmental commitments are needed. In addition, monthly status reports submitted to FHWA will include updates on mitigation measure and environmental commitment monitoring and status.</p> <p>KYTC and ODOT have conducted extensive public involvement during the development of the BSB Corridor Project, as documented in the <a href="#">Public Involvement Summary (January 2024)</a>. Efforts have included: updating the project website; establishing social media accounts; distributing e-newsletters; conducting 12 small-scale and 4 broad-scale targeted environmental justice/neighborhood outreach meetings; and holding 2 open-house style project update meetings.</p> <p>Members of the public were also provided the opportunity to review the supplemental EA, attend in-person and virtual public hearings, and provide comments to KYTC and ODOT during the 30-day public availability period.</p> <p>Appendix D of the <a href="#">Public Involvement Summary</a> includes a tabulation of outreach efforts, including meetings between ODOT and the Sierra Club to discuss the project approach to stormwater on September 8, 2023 and October 19, 2023.</p> <p>KYTC and ODOT have evaluated and responded to all comments received during the project’s development. The design of Refined Alternative I (Concept I-W) has been refined in several locations in direct response to public comments.</p> <p>Public involvement will continue to occur during the design and construction of the project. Furthermore, KYTC and ODOT will continue coordinating with the Project Advisory Committee and local agencies and stakeholders, who will continue to act as liaisons to the communities immediately affected by the project.</p> <p>ODOT has met with MSD on several occasions to discuss potential stormwater outfalls using existing MSD facilities.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<ul style="list-style-type: none"> <li>- who will separate sanitary sewage from the McLean storm-only sewer in that sewershed, who pays for that,</li> <li>- can stormwater actually go to the Ohio River during high water,</li> <li>- who puts in pollution control, pays for it and maintains it into the future – including addressing any new stormwater regulations.</li> <li>• ODOT’s Transportation Asset Management Plan (TAMP) does not address stormwater management assets other than culverts and inlets. The TAMP does not address stormwater management in its entirety (such as retention ponds, swales, constructed wetlands, water reuse, etc).</li> <li>• How will ODOT manage any non-gray BMP infrastructure?</li> <li>• There is no real benefit-cost analysis of the two options (ODOTs and MSDs) for addressing stormwater (Figs. 11 and 12)</li> </ul> <p>[The comment includes a map with the caption: Fig. 11. Illustration showing age of McLean sewer sections.]</p> <p>[The comment includes a map with the caption: Fig. 12. Proposed plan to divert stormwater into Mill Creek and CSOs not discharging into planned system.]</p> <ul style="list-style-type: none"> <li>• Water quality in Ohio River and Mill Creek; report 10e-level-1-ecological-survey only talks about Ohio River and species. It is not a pollution-related report that would include impacts of toxic stormwater runoff.</li> <li>• Full, public transparency about the impact of the project has been lacking. Information about stormwater management has been lacking and difficult to get. Decisions appear to have been made, or delayed without consideration of public input.</li> <li>• Another example of this is the US EPA letter to Laura S. Leffler from David Ogulei, Acting</li> </ul>	<p>FHWA has addressed all comments received from federal cooperating agencies.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>NEPA Supervisor Tribal and Multi-media Programs Office, Office of the Regional Administrator, Preliminary Supplemental Draft Environmental Assessment for the Brent Spence Bridge Corridor Project, Covington, Kenton County, Kentucky, and Cincinnati, Hamilton County, Ohio was not available to the public until the SEA was released. The letter states “Our recommendations address purpose and need, alternatives analysis, appropriate level of NEPA analysis, air quality, noise, vibrations, light impacts, EJ, outreach to unhoused populations, relocation, impacts from demolition, roadside vegetation and vegetative barriers, children’s environmental health impacts, climate change, stormwater management, water quality and aquatic life use impacts, pollinators and native plant species, and mitigation.” The recommendations in the letter have not been addressed by the SEA.</p>		
		B-208-20	<p>03/08/2024 - What Must be Done to Correct the Flawed SEA Regarding Stormwater and Sewers            ODOT and FHWA must immediately establish the City of Cincinnati and Hamilton County, in an open, public manner, as cooperating agencies. While this is out of the sequence and process of Project, many of the flaws in the SEA could have been addressed during this process.</p>	<p>The City of Cincinnati, the Hamilton County Engineer, and the Hamilton County Regional Planning Commission are participating agencies for the BSB Corridor Project. All cooperating and participating agencies were notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating and cooperating agencies.</p> <p>Points of contact for Hamilton County have already been established through its membership on the BSB Corridor Project Advisory Committee and its status as a participating agency during the environmental process. As part of its commitment to ongoing coordination with local agencies, ODOT will work with Hamilton County to establish appropriate timeframes to schedule meetings to further discuss stormwater measures that are being developed in conjunction with MSD. ODOT anticipates these meetings will occur during the plan development for Phases I and II and during the proof-of-concept and</p>	<p>Local Agency Coordination (5.2)            Participating &amp; Cooperating Agencies (5.4)            Ongoing Public &amp; Stakeholder Involvement (5.6)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				<p>project development portions of the Phase III progressive design-build project.</p> <p>KYTC and ODOT will continue to coordinate with the Project Advisory Committee and appropriate local city, county, planning, and transit agencies throughout the procurement, final design, and construction phases of the project.</p>	
		B-208-21	<p>03/08/2024 - ODOT and FHWA must be fully transparent about the Project. ODOT and FHWA must release any and all additional documents in its possession and allow for public comment.</p>	<p>The supplemental EA and the supporting documents that are incorporated by reference are posted on the "<a href="#">Documents</a>" page of the project website.</p>	N/A
		B-208-22	<p>03/08/2024 - ODOT and FHWA have not complied with US EPA Stormwater Management recommendations in the letter to Leffler. We list these for your convenience.</p> <ul style="list-style-type: none"> <li>- Since storm frequency and intensity have increased over the decades and are projected to continue to escalate due to climate change, stormwater systems should be designed to store, retain, and infiltrate a greater volume of runoff in the project area. For instance, detention areas should be sized to accommodate larger storm events.</li> <li>- Where roads cross rivers and streams, uncontrolled stormwater runoff can erode banks and transport sediment into waterways. Excessive sediment loads alter the specific water quality and habitat characteristics fish populations and other biological communities need for survival.</li> <li>- Implement appropriate stormwater and erosion control best management practices during and after construction to control erosion associated with construction activities and to minimize stormwater impacts to affected waterbodies. Provide more details and include more stringent measures to minimize erosion</li> </ul>	<p>USEPA is a federal cooperating agency for the BSB Corridor Project. FHWA has addressed all comments received from federal cooperating agencies. All cooperating and participating agencies have been notified of the opportunity to offer feedback on the supplemental EA during the public availability period, and individual responses will be prepared for any comments received from participating and cooperating agencies.</p>	Participating & Cooperating Agencies (5.4)

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>and associated water quality impacts during construction.</p> <ul style="list-style-type: none"> <li>- EPA reiterates its 2012 recommendation that the forthcoming NEPA document identify specific measures, beyond silt fences, that FHWA will use to ensure the standard specifications and special provisions will be successfully implemented by construction contractors in a timely manner.</li> <li>- FHWA should consider using a variety of stormwater management practices often referred to as “green infrastructure” or “low impact development” practices. For more information, see <a href="https://www.epa.gov/green-infrastructure">https://www.epa.gov/green-infrastructure</a>. See also EPA’s Adaptation Resource Center for information on resiliency and adaptation measures.</li> <li>- EPA reiterates its 2012 recommendation that the forthcoming NEPA document clarify the projected volume of runoff and contaminant loads.</li> <li>- FHWA should determine whether the levels of contaminants – especially solubles such as road salt and metals – will reach acute or chronic levels for intolerant aquatic life species. For instance, studies show mussel glochidia can experience chronic and acute adverse effects from increases in chloride concentrations. Data demonstrates that glochidia of Northern Riffleshell mussels (a species listed in the PSDEA as indigenous to the Ohio River) have an EC50 of 244 mg/L of chloride.</li> <li>• To reduce or avoid stormwater impacts, EPA recommends capturing and pretreating stormwater runoff from the low-permeability surfaces of this project. The forthcoming NEPA document should quantify this pollutant reduction and discuss the associated benefits to aquatic life uses.</li> <li>• Where feasible, we recommend FHWA consider planting native species and pollinator-</li> </ul>		



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>friendly plants within the proposed project's right-of-way.</p> <ul style="list-style-type: none"> <li>Describe the specific terms of mitigation to demonstrate that such measures will offset known impacts from the project. For instance, the EA should include the wetland mitigation ratio and whether fee-in-lieu projects will be conducted in the same watershed.</li> <li>Commit to mitigation measures and associated monitoring and maintenance arrangements, including a list of entities that will manage proposed mitigation measures.</li> </ul> <p>escribe the specific terms of mitigation to demonstrate that such measures will offset known impacts from the project. For instance, the EA should include the wetland mitigation ratio and whether fee-in-lieu projects will be conducted in the same watershed.</p> <ul style="list-style-type: none"> <li>Commit to mitigation measures and associated monitoring and maintenance arrangements, including a list of entities that will manage proposed mitigation measures.</li> </ul>		
		B-208-23	<p>03/08/2024 - The Clean Water Act requires our waterways to be fishable and swimmable. There are numerous studies showing the adverse impacts from stormwater pollution. The studies in listed in the footnote and their references are only a small subset of the studies that have been done, yet ODOT lacks any performance standards for a project that will likely still be operating 100 years from now. Recent studies have shown the extensive problem of PFAS type families of chemicals, microbeads, and others to be of concern and should not continue to be ignored.</p> <p>ODOT Stormwater Management Program's Annual Report exemplifies the lack of attention to stormwater pollution. ODOT's Stormwater</p>	<p>The design, construction, and maintenance of stormwater infrastructure will be in accordance with applicable laws, policies, and procedures. Impacts to water quality will also be addressed as part of the Section 401 Water Quality Certification and the National Pollutant Discharge Elimination System permitting processes.</p> <p>Per the BSB Corridor <i>Project Management Plan</i>, ODOT and KYTC will meet all commitments and project-specific mitigation and enhancement items included in the project's environmental clearance, including those related to stormwater. The ODOT project managers for the Phase I, Phase II, and Phase III contracts and the KYTC project manager for the Phase III contract will track and enforce implementation of the environmental commitments listed in the supplemental EA and the final environmental decision documents.</p>	<p>Utilities (4.12.1) Permits (4.15) Environmental Commitments (Section 6. and ES-Table II)</p>

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>Management Program is wholly inadequate to address stormwater pollution.</p> <p>ODOT and FHWA must address each of the above information needs and the actions to mitigate and stop the damage from all stormwater pollution, including historic pollution, and describe specific performance standards, not just use the limited BMPs in ODOT's manual, that will be used, not just during construction but also throughout the ongoing operation of the I-75/BSB corridor. This information and proposed actions need to be made available for public comment. This work cannot wait until the design phase.</p> <p>ODOT must stop stormwater discharges to combined sewers.</p> <p>ODOT and FHWA must implement a stormwater pollution removal system with specific performance standards (including the impact of "first flush" of pollutants), ongoing monitoring and procedures for modifying these controls if performance standards are not met. This work cannot wait until the design phase.</p> <p>ODOT and FHWA must address the historic legacy of discharging highway discharges into combined sewer systems and remove highway stormwater from the combined or sanitary sewer system, and treat the stormwater pollution to specific performance standards, before it is discharged to anybody of water. ODOT and FHWA must have open discussion and comment with the public about the overall stormwater management system.</p> <p>ODOT and FHWA must follow the Council on Environmental Quality Guidance on Mitigated FONSI. ODOT and FHWA must get an agreement with the MSD, Cincinnati, Board of Hamilton County Commissioners and the public</p>	<p>The BSB Corridor Project will be reviewed during construction by ODOT's district staff and KYTC's district staff to ensure that the mitigation measures are carried out and to determine if additional mitigation items are needed. In addition, monthly status reports submitted to FHWA will include updates on environmental commitment monitoring.</p> <p>Information regarding compliance with the project's environmental commitments will be made publicly available at appropriate milestones during the design and construction of the Phase I, Phase II, and Phase III contracts.</p>	

ID	Name	No.	Comment	Response	Reference <sup>1</sup>
			<p>on the stormwater management and pollution treatment for the entire project.</p> <p>ODOT and FHWA must consider the BSB project as a 100-year project. The decisions made about this project will continue to impact this region for a century. We must be forward looking in protecting the environment and public health in our decision making. Putting the burden of stormwater runoff costs and pollution on the ratepayers of Hamilton County is unjust and must be ended through this project and the past legacy costs to Hamilton County ratepayers must be mitigated.</p> <p>Spills on highways must also be addressed as part of stormwater pollution and mitigation.</p> <p>[The comment cites four supporting sources.]</p>		
		B-208-24	<p>03/08/2024 - 4.12.2 Railroads The Project must be designed to accommodate future light rail projects and/or streetcar usage.</p>	<p>The project has not incorporated passenger rail into the design because it is not supported by the project's purpose and need, and there are no current plans for new rail in the region. New passenger rail facilities would need to be evaluated as part of a separate project. The transit component included in the Initiative must be developed and championed regionally, and KYTC and ODOT are ready to support this when it is advanced at a regional level.</p> <p>In consideration of feedback provided by the City of Cincinnati Department of Transportation and Engineering, ODOT will design and construct the non-deck components for the new Ezzard Charles Drive bridge over I-75 to not preclude potential future streetcar route expansion. The design modification will not change the footprint or the environmental impacts of the project.</p>	<p>Purpose and Need (2.) Public Hearing (5.5)</p>
		B-208-25	<p>03/08/2024 - 4.13 Section 4(f) Properties Can impacts to parks be avoided or further mitigated?</p>	<p>As documented in the supplemental EA, Refined Alternative I (Concept I-W) has avoided and minimized impacts to publicly owned parks. Proposed mitigation</p>	<p>Section 4(f) (4.13)</p>



ID	Name	No.	Comment	Response	Reference <sup>1</sup>
				measures for unavoidable impacts to public parks are compensatory to the impact to the properties.	
		B-208-26	03/08/2024 - 4.13.5 Longworth Hall Is it necessary to demolish part of Longworth Hall?	Avoidance alternatives for Longworth Hall were evaluated in the supplemental EA. The avoidance evaluation did not identify any measures to further reduce impacts on Longworth Hall.	Avoidance Alternatives (4.13.14)
		B-208-27	03/08/2024 - CONCLUSION Thank you for this opportunity to comment on the Supplemental Environmental Assessment for the proposed Brent Spence Bridge Project. The Sierra Club Miami Group has advocated for sustainable transportation solutions in Hamilton County and Northern Kentucky for decades, and we have followed this proposed Project since its inception. We are deeply disappointed in the conclusions reached in the 2012 FONSI, and we have demonstrated that a thorough review of the scientific literature and other relevant documents and data do not support the conclusions of the 2024 SEA.  We urge you to follow both the letter and spirit of NEPA which would require a complete Environmental Impact Statement to ensure that all concerns raised in this document and those submitted by the organizations Bridge Forward and the Greater Cincinnati Coalition for Transit and Sustainable Development are appropriately and thoroughly addressed prior to construction.	The supplemental EA has been prepared consistent with 23 CFR §§ 771.129 and 771.130. All of the environmental studies prepared for the 2012 EA have been reexamined and updated to meet current state and federal requirements.  Subject matter experts were involved in the preparation of the studies completed in the preparation of the supplemental EA. The analysis documented in the supplemental EA has not identified any significant effects resulting from Refined Alternative I (Concept I-W). As described in 40 CFR § 1508.9, one purpose of environmental assessments is to provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. FHWA will make the final NEPA determination based on the information and analyses presented in the supplemental EA and the outcome of the comments received during the public availability period for the supplemental EA.	Introduction (1.)

1. Column provides reference to section(s) within the revised supplemental EA (May 2024) that are related to the comment using the following format: Section Title (Section Number).

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## Appendix C: Public Hearings Documentation

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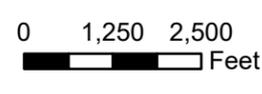
Postcard Delivered to Mail Routes in the Environmental Justice Study Area Via the U.S. Postal Service Every Door Direct Mail (EDDM)



**Environmental Justice Study Area Boundary**

**Legend:**

-  EJ Study Area
-  Concept I-W Construction Limits
-  City Boundaries



**BRENT SPENCE**  
BRIDGE CORRIDOR



# Brent Spence Bridge Corridor Project Public Hearings

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) invite you to attend a Public Hearing for the BSB Corridor Project. Interested persons may choose from five hearing options:

- **In-Person, Tuesday, February 20, 2024**

Radisson Hotel, 668 West 5th Street, Covington, Kentucky 41011

- Daytime Option – 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)
- Evening Option – 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)

- **In-Person, Wednesday, February 21, 2024**

Longworth Hall Event Center, 700 W. Pete Rose Way, Lobby C, Cincinnati, Ohio 45203

- Daytime Option – 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)
- Evening Option – 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)

- **Virtual, Thursday, February 22, 2024**

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) (or scan the QR code on the reverse side of this card)

- 5:30 p.m. to 7:00 p.m. (formal presentation/verbal comment period only)

**The same information will be presented at each hearing.** In accordance with the National Environmental Policy Act (NEPA), the purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and for citizens to provide feedback through written or recorded verbal comments. **Public verbal comments will be accepted immediately following the formal presentation at each hearing.** Individuals desiring to offer verbal comments at the in-person hearings must pre-register at the hearing. Comments will be limited to 2 minutes.

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*The BSB Corridor Project will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio.*

INVESTING IN LOCAL COMMUNITIES.  
GROWING AMERICA'S ECONOMY.





Please scan the code to view the Supplemental Environmental Assessment or to submit a comment.

**Comments received by March 8, 2024 will be considered in the final NEPA decision.**

Comments provided by any one of the methods listed on this card will receive equal weight in the project record.

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible:

Domingo.Martinez@dot.ohio.gov | (513) 933-6136

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. KYTC and ODOT are committed to providing access and inclusion and reasonable accommodation in their services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability or to request language interpretation or translation services to participate in a hearing, please contact Keith Smith at 1-800-831-2142 or Keith.Smith@dot.ohio.gov within 1 business day before the hearings.



Copies of the Supplemental Environmental Assessment, which documents the purpose and need and anticipated impacts of the project, are available for public viewing at the following locations:

- Kenton County Public Library Covington  
502 Scott Street  
Covington, Kentucky 41011
- Cincinnati & Hamilton County Public Library West End  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203
- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

Comments may be submitted via the following methods:

- Verbal comments at one of the hearings listed on the reverse side of this card
- Written comment forms at the in-person hearings
- Email: Keith.Smith@dot.ohio.gov
- Phone: 1-800-831-2142
- Mail:  
ODOT District 8, Attn: Keith Smith  
505 South State Route 741  
Lebanon, Ohio 45036-9518
- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

## news from other places

**Beshear launches federal PAC to support election of Democrats in swing states, GOP strongholds**

Kentucky Gov. Andy Beshear has established a political action committee with the goal of offering a blueprint for Democrats seeking election in Republican strongholds. File photo by Timothy D. Easley | Associated Press

FRANKFORT, Ky. (AP) — Democratic Gov. Andy Beshear, who defeated Donald Trump-backed rivals twice in Republican-leaning Kentucky, announced the formation of a federal political action committee on Jan. 8 to support candidates across the country as he seeks to broaden his influence beyond the Bluegrass State.

Beshear launched a PAC called In This Together with a focus on helping elect more Democrats in swing states and Republican strongholds. The move comes barely two months after Beshear secured a second term with a convincing victory over GOP challenger and then-state Attorney General Daniel Cameron in one of the nation's most closely watched elections of 2023.

Beshear said his re-election offered a blue-

print for Democrats looking to replicate those results in local, state and federal campaigns across the country.

"We are looking for good candidates that ... push back against and reject anger politics and that are ultimately focused on the everyday challenges that our families face — like good jobs, expansion of health care, strong public education, good infrastructure," he said.

Mark Riddle, a Democratic strategist with strong Kentucky ties, said Beshear's re-election propelled him into the upper tier of potential presidential candidates in 2028. Forming the PAC will help him further elevate his national profile. The governor has committed to serving out his second four-year term, which ends in late 2027.

**Courier-Journal newspaper sues Louisville over failure to provide police records cited in Justice probe**

LOUISVILLE, Ky. (AP) — The Courier-Journal newspaper has sued Kentucky's biggest city to get access to police records cited in a federal investigation. It reported on Jan. 8 that it filed a lawsuit against Louisville Metro Government after the city's police department failed to respond to a request for search warrant applications cited in a Justice Department report.

The Kentucky Open Records Act gives agencies five business days to respond to such requests, but the newspaper reports it submitted a request four months ago. The

city's only response was a Sept. 6 message from the city's top records official saying she was checking with the police department and did not know when the records would be available.

"LMPD's refusal to comply with this request should be seen for what it is: a deliberate and willful attempt to shield its officers from unwanted public scrutiny by simply ignoring requests that would cast the Department in an unflattering light. But these warrant applications are the public's records, and the public is entitled to see them," attorneys representing The Courier-Journal wrote in the lawsuit.

Louisville Mayor Craig Greenberg said he has directed the city's police department and records compliance "to take immediate steps to provide timely responses to these requests."

The U.S. Justice Department announced last year that its investigation found Louisville police had engaged in a pattern of violating constitutional rights and discrimination against the Black community. Among the findings: Police cherry-picked judges to review warrant applications instead of following the court's rotating schedule, meaning just a few approved the majority of warrants.

The investigation was prompted by the fatal police shooting of Breonna Taylor.

**Federal judge temporarily halts enforcement of Ohio law limiting social media use for kids under 16**

COLUMBUS, Ohio (AP) — A federal judge issued an order on Jan. 9 temporarily halting enforcement of pending Ohio law that would require children to get parental consent to use social media apps.

U.S. District Court Judge Algenon Marbley's temporary restraining order came in a lawsuit brought Jan. 5 by NetChoice, a trade group representing TikTok, Snapchat, Meta and other major tech companies. The litigation argues that the law unconstitutionally impedes free speech and is overbroad and vague.

While calling the intent to protect children "a laudable aim," Marbley said it is unlikely that Ohio will be able to show that the law is "narrowly tailored to any ends that it identifies."



This combination of 2017-2022 photos shows the logos of Facebook, YouTube, TikTok and Snapchat on mobile devices. A trade group representing TikTok, Snapchat, Meta and other major tech companies sued Ohio on Jan. 5 over a pending law that requires children to get parental consent to use social media apps. File photo | Associated Press

"Foreclosing minors under sixteen from accessing all content on websites that the Act purports to cover, absent affirmative parental consent, is a breathtakingly blunt instrument for reducing social media's harm to children," he wrote.

The law is similar to those enacted in other states. It was set to take effect Jan. 15.

Besides requiring social media companies to obtain a parent's permission for children under 16 to sign up for social media and gaming apps, it also mandates that the companies provide parents with their privacy guidelines, so that families can know what content will be censored or moderated on their child's profile.

The Social Media Parental Notification Act was part of an \$86.1 billion state budget bill that Republican Gov. Mike DeWine signed into law in July. The administration pushed the measure as a way to protect children's mental health.

NetChoice filed suit against GOP Attorney General Dave Yost in U.S. District Court for the Southern District of Ohio. The group has won lawsuits against similar restrictions in California and Arkansas.

**\$750K bail set for ex-gang leader accused of orchestrating killing of hip-hop legend Tupac Shakur**

LAS VEGAS (AP) — A Nevada judge set bail at \$750,000 on Jan. 9 for a former Los Angeles-area gang leader charged with orchestrating the fatal drive-by shooting of hip-hop legend Tupac Shakur in 1996, saying he can serve house arrest with electronic monitoring ahead of trial on a murder charge.

Court-appointed attorneys for Duane "Kefefe D" Davis told The Associated Press after the judge's decision that they believe Davis can post that amount. They had asked for bail of not more than \$100,000 and noted for the judge that the demands of preparing a defense based on two decades of evidence may require a postponement of the current June trial date.

Clark County District Attorney Steve Wolfson told reporters that he expects Clark County District Judge Carli Kierny will hold a "source hearing" to determine whether money posted for bail is legally obtained. The judge did not set a new trial date but called for a status check Feb. 20.

Prosecutors Binu Palal and Marc DiGiacomo argued that Davis has never left gang life, that his 15 years of admissions about his role in Shakur's killing show he is guilty of murder, and that a jailhouse phone call in October suggested he poses a threat to witnesses.

DiGiacomo called Davis "a very, very high danger to the community."

Davis maintains he was given immunity from prosecution in 2008 by an FBI and Los Angeles police task force investigating the killings of Shakur in Las Vegas and rival rapper Christopher Wallace, known as The Notorious B.I.G. or Biggie Smalls, six months later in Los Angeles. **I**

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on for the past few months and has been headed up primarily by Mohammad Ahmad, a Covington resident of Palestinian descent who first brought the issue to the commission in November. Last month, the city commission and Mayor Joe Meyer declined to take up the resolution, arguing that it was not within the purview of the commission to weigh in on international affairs. Ahmad said at the Feb. 3 event that he and his coalition planned to continue pushing for a resolution at commission meetings.

“Covington cares for Palestine; Covington cares for a ceasefire,” Ahmad told LINK nky. “I want to show elected officials and just show people that Covington really does support Palestine.”

Zeinab Schwen, who has family in Palestine and who had spoken at a commission meeting, saw the diversity of attendees as a good thing, an indication of their shared humanity.

“The bombardment and displacement and killing of innocent people, everybody’s against that,” Schwen said.

Reactions from bystanders were mixed. Some were split on the issue of the resolution itself, although everyone who spoke with LINK nky said they supported the demonstrators’ right to protest.

Amy Edwards, who lives in Cincinnati but was in Mainstrasse at the time of the protest, said she supported the protesters and had been looking for ways to get involved.

“I’m glad to see people out protesting, because I think it’s important,” Edwards said. “And our media, it’s kind of not doing a very good job of covering what’s happening.”

Randall Thompson, a Covington resident and Iraq War veteran, said he wasn’t sure what people in Covington could do about what was going on between Palestine and Israel.

“It’s good they’re protesting,” Thompson said. “But we’re over here. What are they going to do over there?”

He said that violence between the Israelis and the Palestinians had gone on for years, and he didn’t understand why people had chosen to protest now.

“I don’t get it,” Thompson said. “I feel like we should take care of problems we’ve got at home first.”

Another bystander from Covington, David Ripps, said he was pro-Israel.

“I believe it is their American right to protest,” Ripps said. “But I’m not on their side. ... America helped found Israel after World War II. I mean, the Jewish people need to have a homeland.”

He added that he didn’t believe the Covington Commission ought to publicly weigh in on international issues, one way or another.

Stephanie Cope, a resident of the Mutter Gottes neighborhood, said that as a Black

woman with a white husband, she generally supported peace between different peoples and didn’t have a problem with the commission supporting a ceasefire, even though she admitted that she wasn’t overly familiar with the resolution itself.

In all, the event took between two and three hours. Ahmad and other organizers encouraged the attendees to continue engaging in activism.

### New NKY bluegrass festival celebrates 1897 law that regulated purity of bourbon

Bourbon and bluegrass fans will soon be able to enjoy a new event that aims to celebrate Northern Kentucky’s ties to both of those things.

The Bonded Spirit Bluegrass Festival will hold its inaugural celebration on March 2 at Smoke Justis in Covington. The festival will feature a cocktail competition, food and live music from Grammy-nominated bluegrass artists Sister Sadie and The Goodwin Brothers.

Regional music group Moonshine Drive will open, taking the stage at 5:30 p.m. Doors for the festival will open at 4 p.m.

The festival is a partnership between Smoke Justis, B-Line and meetNKY. The B-Line is Northern Kentucky’s self-guided bourbon trail, and meetNKY is Northern Kentucky’s tourism center.

The festival seeks to celebrate the Bottled-in-Bond Act of 1897, which guaranteed certain quality measures be met by bourbon and whiskey makers back before the Pure Food and Drug Act was passed in 1906.

“Everyone knows Kentucky has a rich history rooted in bourbon, but what many don’t know is Northern Kentucky’s role in that history,” said Julie Kirkpatrick, president and CEO of meetNKY. “The Bonded Spirit Bluegrass Festival is the perfect way to celebrate the Bottled-in-Bond Act, which Covington’s very own John G. Carlisle was instrumental in passing in 1897.”

The festival runs the same weekend as Cincinnati’s Bockfest, but Kirkpatrick said that was planned on purpose, to provide visitors another fun festival in which to take part. Tickets for the festival can be purchased at bit.ly/3SNpGS9.

### Ky. wins \$6.8 million as part of multistate settlement with ad agency over opioid crisis

Kentucky Attorney General Russell Coleman announced a \$350 million multistate settlement with advertising agency Publicis Health for its role in promulgating the opioid crisis.

Publicis developed sales tactics and messaging to help Purdue Pharma surge opioid pill sales, including of OxyContin, according to court filings. Publicis was also instrumental in Purdue’s decision to market OxyContin to providers on patients’ electronic health records.

Specifically, the state of Kentucky will receive \$6.8 million to help families and communities in their recovery efforts.

“No Kentucky community has escaped the pain of the drug crisis, and it’s well past time that the companies at the center of the addiction business are held accountable,” Coleman said in a press release. “This settlement will bring needed resources to Kentucky’s fight against addiction and support our needed three-legged stool of prevention, treatment and enforcement initiatives. I’m particularly grateful to my predecessor, Attorney General (Daniel) Cameron, for his leadership in holding accountable companies at the center of the drug crisis.”

The settlement was reached between a coalition of attorneys general from all states, territories and the District of Columbia and Publicis, in recognition of the harm this conduct caused. To date, Kentucky has secured approximately \$900 million in settlement funds from pharmaceutical companies related to the opioid crisis.

### CSX train derailed in Latonia; officials site no hazardous chemicals or risk to public

A train derailed in Latonia early in the morning on Feb. 6 near the crossing on Lincoln Avenue between 35th and 36th streets.



A CSX train derailed in Latonia. Photo provided | Blake Sheely, WCPO

Officials say the train cars were empty and there was no concern about hazardous materials. No one was injured, and CSX officials said there was no danger to the public.

“CSX appreciates the quick response of the local authorities,” read a statement from CSX. “The cause of the incident is under investigation.”

A neighbor who lives about 10 yards from the derailment said his wife heard the crash and thought the whole house was coming down.

Crews with Cranemasters were called in to work to upright the train cars.

According to Cranemaster’s website, the Cincinnati-based company is a “railroad contractor providing innovative solutions, car re-railment, clearing the line, laying panel track, damaged car relocation and site clean up.”

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# Cincinnati in thick fog. What causes it?

## There are different types of water vapor

**Victoria Moorwood**  
Cincinnati Enquirer  
USA TODAY NETWORK

For the second morning in a row, Cincinnatians will be driving extra carefully, as the skies are expected to be enveloped in a thick fog.

The National Weather Service issued a dense fog advisory Wednesday evening that lasted until mid-day Thursday. More fog is expected to blanket the region Friday morning.

The service advised drivers to slow down, use their headlights and leave plenty of distance between cars. Visibility is expected to be 0.25 miles or less in dense areas.

So, what causes fog? Are there different types? Here's what to know.



**Dense fog can cause unsafe driving conditions. According to the National Weather Service, there are eight types of fog.**

LIZ DUFOUR/  
THE ENQUIRER

help cause this fog. Warm winds come into contact with the cool ground, rising the dew point and creating humidity and fog.

- **Steam fog:** This type of fog can be seen on any lake and typically forms during the fall. It's caused by warmer water temperatures interacting with cool air.

- **Upslope fog:** Moist air gliding upward, perhaps up a mountain, cools, leading to fog forming on the top of the mountain.

- **Valley fog:** Valley soil, moist from a previous rainfall, can lead to this dense fog. As the skies clear, solar energy exits the earth, allowing temperatures to cool near or at the dew point.

- **Freezing fog:** Freezing fog can occur when the temperature reaches, or falls below, 32 degrees.

- **Ice fog:** Water droplets turn into small ice crystals around 14 degrees, producing this type of fog.

### What causes fog?

According to the National Weather Service, there are eight types of fog. Here's what they are and what causes them:

- **Radiation fog:** This fog forms when all solar energy exits the earth, al-

lowing the temperature to meet up with the dew point. The best conditions for this kind of fog are when it has rained the previous night and when there are only light winds.

- **Precipitation fog:** This fog forms when rain is falling through cold air.
- **Advection fog:** Horizontal winds

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## Police: Man said fatal shooting was 'horrible accident'

### Investigators say he killed mother of his 2 children

**Quinlan Bentley**  
Cincinnati Enquirer  
USA TODAY NETWORK

A Covington man accused of killing the mother of his two children earlier this month told police the fatal shooting was a "horrible accident," a police detective testified on Wednesday.

Mario Duran Payne, 38, is charged in Kenton County District Court with murder and illegal possession of a firearm by a convicted felon.

Investigators say Payne shot and killed 25-year-old Kierra Lane at her home in Covington's Latonia neighborhood on the afternoon of Jan. 6 and then fled to Louisville, leaving his children at the scene.

When police caught up with Payne at a hospital in Louisville, he claimed that he only was trying to hand the gun to Lane and could not explain how it fired four times, Covington Detective Jim Lindeman said at a hearing to establish probable cause to send the case to a grand jury.

Witnesses told police that Lane and Payne were exchanging custody of their children at another location in Latonia and he followed Lane to her West 34th Street home to pick up clothes so the kids could spend the night with him, investigators said in a criminal complaint.

The pair began arguing after they reached the home, Lindeman said, adding that witnesses reported to police that Payne said he had "something in the car for Kierra."

He came onto the porch with a .380 caliber handgun and fired four rounds at Lane as she tried to flee back inside and close the door, Lindeman said, adding she was shot several times and collapsed just inside the front door.

That firearm has not been recovered,



**Mario Duran Payne, 38, at a preliminary hearing on Wednesday. Payne is accused of fatally shooting the mother of his two children at her home in Covington's Latonia neighborhood on Jan. 6.** QUINLAN BENTLEY/THE ENQUIRER

the detective said, though four shell casings were collected from the scene.

Investigators also collected video and audio recordings of the shooting, in which the sound of screaming and two gunshots can be heard, followed by Payne's vehicle fleeing the scene.

The detective said there were six people inside the multi-family house, including Payne's children, when the shooting took place.

Another witness told investigators that Payne called her immediately after the shooting saying that he "really (expletive) up," Lindeman said.

Payne has prior felony convictions for drug trafficking and possession and he's not legally allowed to own a firearm, officials say.

His public defender has yet to respond to a phone call from The Enquirer seeking comment.

Payne is being held at the Kenton County Detention Center awaiting trial.

Judge Ken Easterling set Payne's bond at \$1 million cash and referred his case to a grand jury, which will decide whether to indict him.

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# Gaza

Continued from Page 1A

stakeholders in the Cincinnati area, we do not believe that we as a Cincinnati City Council can put forward a balanced and unifying resolution on the war in Gaza. Instead, we are asking representatives from both communities impacted by the conflict to discuss a path forward where both communities can have their voices heard.”

On Oct. 7, Hamas launched a series of attacks in Israel, firing thousands of rockets and storming communities near the Gaza Strip. At least 1,200 Israelis were killed and hundreds more were kidnapped. Israel has responded by invading

and bombing the densely populated Palestinian enclave, killing tens of thousands of civilians.

For weeks citizens have been coming to public comment asking the all-Democratic city council to pass a resolution calling for a cease-fire. The resolution is ceremonial only, since Cincinnati's council has no say in the war. But, to those urging the resolution, it would have meant they had been heard, was the message they shared.

Pureval assured those in attendance he and council members were listening.

On Feb. 7, Councilwoman Meeka Owens agreed with the group and said council members should not stay silent. Council debated the

idea, but took no action at that meeting. There was no resolution on this week's agenda either. But last week served as a call to action for others.

The speakers Wednesday represented the Jewish Federation and Jewish Community Relations Council, with speakers seeking all members of council to sign Harris, Jeffreys and Walsh's statement.

Others echoed former Cincinnati first lady Dena Cranley, who brought forward the idea of a resolution and support for Palestinians.

And then there were speakers from the Cincinnati chapter of Democratic Socialists of America, who also were those who pushed council to pass a resolution calling for a cease-fire.



More than 100 people turned out to Cincinnati City Council's public comment period on Wednesday. SHARON COOLIDGE/ THE ENQUIRER

# Kroger

Continued from Page 1A

case filed by a state to block the deal. Washington state filed its own case on Jan. 15. There is also a pending consumer lawsuit also seeking to halt the deal in federal court in California.

The legal actions come as federal regulators at the Federal Trade Commission are deciding whether to challenge the merger.

The case is also the second one filed in a state court though attorneys general have the ability file antitrust actions in federal court. Antitrust experts note that while U.S. regulators may sue to halt the merger in federal court, the state cases are separate legal threats that also have the potential to kill the deal.

“Congress intentionally designed U.S. antitrust laws to provide standing to different types of parties. This means federal, state, and consumers all have equal authority to challenge a merger,” Christine Bartholomew, a law professor at the University at Buffalo, told The Enquirer. “I suspect there may be others in the near future.”

Kroger said in a statement it is working with multiple attorneys general and the FTC to address their antitrust concerns.

“We are disappointed in Attorney General Weiser's premature decision to file a lawsuit while the merger is still under regulatory review,” the company said, adding it would “vigorously defend” the deal in court.

## Claims of a secret 'illegal' deal during strike

The antitrust lawsuit, filed in the state's Denver District Court, came after Weiser's office investigated the deal's potential impact for a year and held several public forums with consumers.

“Coloradans are concerned about undue consolidation and its harmful impacts on consumers, workers, and suppliers,” Weiser said in a statement. “After 19 town halls across the state, I am convinced that Coloradans think this merger between the two supermarket chains would lead to stores closing, higher prices, fewer jobs, worse customer service, and less resilient supply chains.”

Weiser's investigation into the deal also uncovered what he claimed was an “illegal” deal struck between the two rivals during a 10-day strike at Kroger's King Soopers stores in 2022. Kroger, which was worried about losing workers and customers to Albertsons, persuaded its rival not to hire Kroger workers or solicit its pharmacy customers, according to an email between grocery executives prior to the

strike.

Such deals are illegal under Colorado law because the companies were agreeing not to compete, Weiser said. Besides blocking the deal, Colorado is seeking \$1 million in civil penalties for the non-compete deal.

“In addition to challenging this merger, we are also suing the two companies for a no-poach agreement that harmed workers and blatantly violated antitrust law,” Weiser said.

Kroger's statement did not address the allegation.

A Democrat, Weiser has been the attorney general since 2019. He was reelected last fall.

Weiser's office also lambasted the \$1.9 billion divestiture deal of more than 400 stores to C&S Wholesale Grocers meant to allay antitrust concerns about competition.

“C&S has insufficient retail grocery experience to take on a divestiture of this size,” Weiser said, noting it owns only 23 grocery stores and none in Colorado. He added that once the merger and divestiture were complete, C&S would be a smaller competitor with Kroger than Albertsons is now.

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## Brent Spence Bridge (BSB) Corridor Project Public Hearings

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) invite you to attend a Public Hearing for the BSB Corridor Project. Interested persons may choose from five hearing options:

- **In-Person, Tuesday, February 20, 2024** | Radisson Hotel, 668 West 5th Street, Covington, Kentucky
  - Daytime Option – 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)
  - Evening Option – 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)
- **In-Person, Wednesday, February 21, 2024** | Longworth Hall Event Ctr., 700 W. Pete Rose Way, Lobby C, Cincinnati, Ohio
  - Daytime Option – 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)
  - Evening Option – 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)
- **Virtual, Thursday, February 22, 2024** | [www.PublicInput.com/bsbc](https://www.PublicInput.com/bsbc)
  - 5:30 p.m. to 7:00 p.m. (formal presentation/verbal comment period only)

**The same information will be presented at each hearing.** In accordance with the National Environmental Policy Act (NEPA), the purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and for citizens to provide feedback through written or recorded verbal comments. Public verbal comments will be accepted immediately following the formal presentation at each hearing. Individuals desiring to offer verbal comments at the in-person hearings must pre-register at the hearing. Comments will be limited to 2 minutes. To request a reasonable accommodation due to a disability or to request language interpretation or translation services to participate in a hearing, please contact Keith Smith at 1-800-831-2142 or [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) within 1 business day before the hearing.

Comments will be accepted via the following methods: • Verbal comments at one of the hearings listed above • Written comment forms at the in-person hearings • Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) • Phone: 1-800-831-2142 • Mail: ODOT District 8, Attn: Keith Smith, 505 South State Route 741, Lebanon, OH 45036-9518 • Website: [www.PublicInput.com/bsbc](https://www.PublicInput.com/bsbc)

**Comments received by March 8, 2024 will be considered in the final NEPA decision.** Comments provided by any one of the methods listed above will receive equal weight in the project record.

Copies of the Supplemental Environmental Assessment, which documents the purpose and need for the project and anticipated impacts, are available for public viewing at the following locations: [www.PublicInput.com/bsbc](https://www.PublicInput.com/bsbc) • Kenton County Public Library Covington Branch, 502 Scott Street, Covington, Kentucky • Cincinnati and Hamilton County Public Library West End Branch, 805 Ezzard Charles Drive, Cincinnati, Ohio



The BSB Corridor Project will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio.

**From:** Brent Spence Bridge Corridor <info@brentspencebridgecorridor.com>  
**Sent:** Friday, January 26, 2024 12:11 PM  
**To:**  
**Subject:** Brent Spence Bridge Corridor Project Update: Major Milestone Reached

Brent Spence Bridge Corridor January 26, 2024 eNewsletter



## **BRENT SPENCE BRIDGE CORRIDOR PROJECT MARKS ANOTHER MAJOR MILESTONE WITH RELEASE OF ENVIRONMENTAL DOCUMENT FOR PUBLIC REVIEW**

*Five Public Hearings Set in Ohio, Kentucky and Online to Seek Feedback*

Another major milestone toward making the Brent Spence Bridge Corridor Project a reality has been marked, thanks to the Federal Highway Administration's (FHWA) approval of the Supplemental Environmental Assessment (SEA) for public review. Members of the public can view and comment on the document online at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc), or in print at the Kenton County Public Library in Covington and the West End Branch of the Cincinnati & Hamilton County Public Library (see addresses below).



The required SEA addresses a number of updates since the project's original environmental assessment was approved in 2012. That includes updated regulatory requirements, changed site conditions, design refinements, impact changes (mostly reductions) and additional environmental commitments. The document addresses the environmental impacts of the project's base design, not any additional refinements under consideration.

**PUBLIC ENCOURAGED TO ATTEND PUBLIC HEARINGS IN FEBRUARY**

As part of the environmental process, members of the public are encouraged to attend and provide feedback at any of five planned public hearings.

The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the SEA. During each hearing, participants may browse project exhibits, review project information, talk one-on-one with project team members, and provide a written or verbal comment about the project.

**Public Hearing Schedule  
(Two hearings are offered each in-person day)**

**In-Person, Tuesday, Feb. 20**  
Noon to 3:30 p.m. | 4:30 to 8 p.m.  
Radisson Hotel

668 W. Fifth St.  
Covington, KY 41011

---

**In-Person, Wednesday, Feb. 21**  
Noon to 3:30 p.m. | 4:30 to 8 p.m.  
Longworth Hall Event Center  
700 W. Pete Rose Way, Lobby C  
Cincinnati, OH 45203

---

**Virtual, Thursday, Feb. 22**  
Virtual Hearing  
5:30 to 7 p.m.  
[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

View and comment on the document in print at:

**Kenton County Public Library - Covington**  
502 Scott St.  
Covington, KY 41011

**Cincinnati & Hamilton County Public Library - West End**  
805 Ezzard Charles Dr.  
Cincinnati, OH 45203

Each meeting will include a formal presentation about the project and its assessment. For the in-person meetings, the presentation will begin one hour after the meeting's start. The same information will be presented at each hearing in Ohio, Kentucky and online.

Afterward, attendees will have an opportunity to make comments at a microphone, addressing the project team from the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC). All comments will be transcribed and recorded into the project's public record. Anyone wishing to speak at an in-person hearing is asked to register in advance when arriving at the hearing. Comments will be limited to two minutes. No responses to comments will be provided at the hearing; the project team will respond in writing to all comments at a later date.

## WORKSHOP OUTLINES HOW TO EARN DBE CERTIFICATION

To encourage Disadvantaged Business Enterprise (DBE) companies to pursue opportunities with ODOT, the agency is teaming with the Hamilton County Small Business Development Center to [conduct a workshop](#) on how minority and women-owned businesses can obtain DBE certification.

The workshop will also provide information on how to receive business development services from the small business development center, including business plan development, marketing strategies, technical assistance, loan packaging assistance and more.

Date: Tuesday, Jan. 30  
Time: 10 to 11:30 a.m.

Address: 3539 Reading Road, Suite 100 | Cincinnati, Ohio 45229

For more information, contact Larry Brown at [Larry.Brown@dot.ohio.gov](mailto:Larry.Brown@dot.ohio.gov) or 513-933-6656. To access additional resources and learn more about upcoming events visit our [Work With Us page](#).

## INTRODUCING "COMMUNITY VOICES" VIDEO SERIES

*Region's Leaders Speak Out on the Transformative Impact of the Project*

The project team is excited to announce the launch of a new video series titled "Community Voices," featuring insights and perspectives on the Brent Spence Bridge Corridor project from local leaders across Northern Kentucky and Greater Cincinnati.

In the first two videos, Kenton County Judge/Executive Kris Knochelmann and Mark Policinski, CEO of the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), share their thoughts on what this major infrastructure project means for the region.



Judge Knochelmann highlights the tremendous career opportunities the project will bring, from construction jobs to professional services: "The job opportunities with the project, from welders to concrete and more, means everybody is going to be needed," he says. "It's a great opportunity to have people working here, earning here, and then hopefully building a career here. It's going to be wonderful for everybody in the region."

Stay tuned as we continue rolling out this video series over the coming months, sharing perspectives from community members on both sides of the river as this historic project advances.



Policinski emphasizes the project's far-reaching impact beyond infrastructure: "When it comes to an impact, this is not just a project that is steel and concrete. This is a project that's going to affect our environment, our health, our safety and our economics, which means it's going to affect our quality of life."

**SHARE YOUR THOUGHTS AND IDEAS**

The Brent Spence Bridge Corridor Project team welcomes comments and feedback from the public. To submit a question or comment, visit the project [website](#) and click on the “Contact Us” button in the upper right-hand corner. You can also contact the Design-Build team directly about job opportunities at [WalshKokosingBrentSpence@walshgroup.com](mailto:WalshKokosingBrentSpence@walshgroup.com), or visit their [website](#).

Responses to all public comments can be viewed on the [Public Involvement and Comments](#) section of the website. This section features project exhibits, summaries of outreach activities, and responses to comments submitted to the project team.

Follow us on [Facebook](#) and [X, formerly Twitter](#), and [Threads](#) for timely updates and information.

## ABOUT THE PROJECT

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the \$3.6 billion project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at [BrentSpenceBridgeCorridor.com](http://BrentSpenceBridgeCorridor.com). A video outlining last year’s progress can be viewed [here](#).

## Stay Connected

There are several ways to stay connected with the Brent Spence Bridge Corridor Project.

[Visit our website](#)

[Sign up for updates](#)

[Submit a comment](#)

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Brent Spence Bridge Corridor | 505 South State Route 741, Lebanon, OH 45036

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**From:** Brent Spence Bridge Corridor <info@brentspencebridgecorridor.com>  
**Sent:** Friday, February 16, 2024 3:11 PM  
**To:**  
**Subject:** Brent Spence Bridge Corridor Project: Public Hearings Reminder

Brent Spence Bridge Corridor February 16, 2024



## PUBLIC ENCOURAGED TO ATTEND PUBLIC HEARINGS

As part of the environmental process, members of the public are encouraged to attend and provide feedback at any of five planned public hearings.

The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the supplemental environmental assessment. The same information will be presented at each hearing in Ohio, Kentucky, and online.

### In-Person Public Hearing Schedule (Two in-person hearings are offered each day)

**In-Person, Tuesday, Feb. 20**  
Noon to 3:30 p.m. | 4:30 to 8 p.m.  
Radisson Hotel  
668 W. Fifth St.  
Covington, KY 41011

**In-Person, Wednesday, Feb. 21**  
Noon to 3:30 p.m. | 4:30 to 8 p.m.  
Longworth Hall Event Center  
700 W. Pete Rose Way, Lobby C  
Cincinnati, OH 45203

During each in-person hearing, participants may browse project exhibits, review project information, talk one-on-one with project team members, and provide a written or verbal comment about the project. A formal presentation about the project will begin one hour after the hearing's start.

Afterward, attendees will have an opportunity to make comments at a microphone, addressing the project team from the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC). All comments will be transcribed and included in the project's public record. Anyone wishing to speak at an in-person hearing is asked to register when arriving at the hearing. Comments will be limited to two minutes. No responses to comments will be provided at the hearing; the project team will respond in writing to all comments at a later date.

### Virtual Public Hearing Schedule

**Virtual, Thursday, Feb. 22**  
5:30 to 7 p.m.  
[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

The virtual public hearing will begin with a formal presentation about the project. Afterward, participants will have an opportunity to make public comments using a designated phone number that will be provided during the hearing. Similar to the in-person public hearings, comments will be limited to two minutes. No responses to comments will be provided at the hearing; the project team will respond in writing to all comments at a later date.

The public will also be able to view the exhibits and handouts from the in-person hearings at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

View the supplemental environmental assessment in print at:

**Kenton County Public Library - Covington**  
502 Scott St.  
Covington, KY 41011

**Cincinnati & Hamilton County Public Library - West End**  
805 Ezzard Charles Dr.  
Cincinnati, OH 45203

## ADDITIONAL COMMENT OPPORTUNITIES

In addition to providing comments at the public hearings, the public may comment on the project using any of the methods listed below. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental environmental assessment. All comments will be given equal weight in the project record regardless of the method through which they are received. Comments must be received no later than March 8, 2024, to be considered in the decision-making process.

**Website:** [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

**Email:** [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)

**Phone:** 1-800-831-2142

**Mail:**

ODOT District 8 Office

Attn: Keith Smith

505 South State Route 741

Lebanon, OH 45036-9518

## ABOUT THE PROJECT

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the \$3.6 billion project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at [BrentSpenceBridgeCorridor.com](http://BrentSpenceBridgeCorridor.com). A video outlining last year's progress can be viewed [here](#).

## Stay Connected

There are several ways to stay connected with the Brent Spence Bridge Corridor Project.

[Visit our website](#)

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[Submit a comment](#)

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**From:** Brent Spence Bridge Corridor <info@brentspencebridgecorridor.com>  
**Sent:** Thursday, February 29, 2024 5:11 PM  
**To:**  
**Subject:** Brent Spence Bridge Corridor Project Update: More than 550 Attend Public Hearings

External Email: Use caution when clicking on links, replying, or opening attachments.

## Brent Spence Bridge Corridor February 29, 2024 eNewsletter



## MORE THAN 550 ATTEND PUBLIC HEARINGS

The recent public hearings for the Brent Spence Bridge Corridor project's supplemental environmental assessment brought strong participation from community members. A mix of in-person and virtual attendees engaged with the proposed plans for the new bridge and highway, facilitated by representatives of the Ohio Department of Transportation (ODOT) and Kentucky Transportation Cabinet (KYTC).

The 555 participants had the opportunity to listen to a presentation by the project team and offer specific concerns or suggestions. Stakeholder involvement throughout the project's development allows the perspectives of the communities served to be considered in the decision-making process.



Anyone who couldn't attend the public hearings can still review the plans at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) and offer comments by March 8, 2024, in the following ways:

Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)

Phone: 1-800-831-2142

Mail:

ODOT District 8 Office  
Attn: Keith Smith  
505 South State Route 741  
Lebanon, OH 45036-9518

All comments will be given equal weight in the project record regardless of the method through which they are received.



## **WANT TO WORK ON THE BRENT SPENCE BRIDGE CORRIDOR PROJECT?**

*Join our Design-Build Team on March 20 for Workshops and Networking*

The Brent Spence Bridge Corridor (BSBC) project represents a massive investment in our region and creates countless opportunities for both businesses and individuals. To help regional businesses learn how they can get involved, members of the BSBC design-build team will be on hand for the Greater Cincinnati Transportation Construction Workshop & Networking Event on Wednesday, March 20.

### **Greater Cincinnati Transportation Construction Workshop & Networking Event**

**Wednesday, March 20 | 11 a.m. - 2 p.m.**

Greater Cincinnati Foundation  
720 East Pete Rose Way, Ste. 120  
Cincinnati, OH 45202

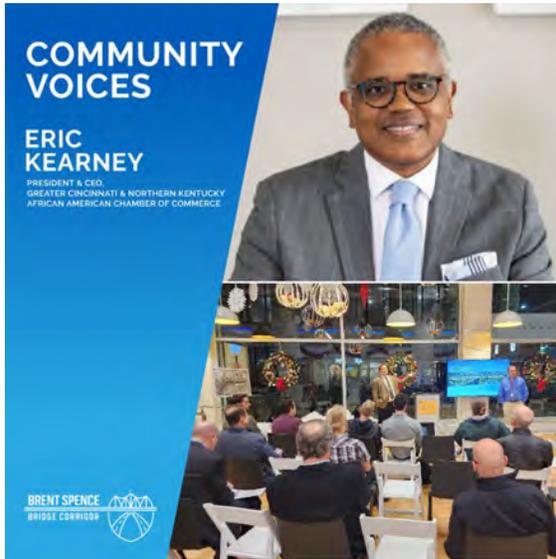
The event aims to link area contractors to potential opportunities with the BSBC project, Go Metro, and the Greater Cincinnati Northern Kentucky Airport. Attendees can attend workshops on Access to Capital, and Wages and Hourly Pay, given by the Urban League of Greater Southwestern Ohio and the U.S. Department of Labor, respectively. You can let organizers know which workshops interest you by clicking [here](#) and completing the survey. There will also be an opportunity to speak with hiring teams from area transportation projects.

Registration will open [here](#) Monday, March 4. We hope to see you there!

## COMMUNITY VOICES VIDEO SERIES

Continuing our "Community Voices" series, we're sharing videos from local leaders across Northern Kentucky and Greater Cincinnati.

In this edition's videos, Eric Kearney, President and CEO of the Greater Cincinnati and Northern Kentucky African American Chamber of Commerce, and Brent Cooper, President and CEO of the Northern Kentucky Chamber of Commerce, share their thoughts on how this project will impact the region.



Kearney discusses the way communities will be impacted by the project: "Maybe you don't get an opportunity to work on building the bridge, but you may get an opportunity to rebuild part of the neighborhood that has become more accessible because of the work of the Brent Spence Project," he says. "It's going to be monumental."



Cooper talks about the far-reaching impacts that this project will have, even beyond the obvious industries: "It impacts every major growth industry that we have: advanced manufacturing, of course logistics, but healthcare, IT, finance, construction, you name it. Every major industry is impacted by the bridge."

## ABOUT THE PROJECT

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the \$3.6 billion project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at [BrentSpenceBridgeCorridor.com](https://BrentSpenceBridgeCorridor.com). A video outlining last year's progress can be viewed [here](#).

## Stay Connected

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**From:** Jodi Heflin  
**Sent:** Thursday, January 25, 2024 1:08 PM  
**To:** mayor.pureval@cincinnati-oh.gov; JudgeMoore@BooneCountyKy.org; markiea.carter@cincinnati-oh.gov; rfranxman@boonecountyky.org; john.brazina@cincinnati-oh.gov; spendery@campbellcountyky.org; bryan.williams@cincinnati-oh.gov; kris.knochermann@kentoncounty.org; Katherine.Keough-Jurs@cincinnati-oh.gov; Spencer.Stork@KentonCounty.org; joel.gross@cincinnati-oh.gov; jumeyer@covingtonky.gov; Dokum@platinum-restoration.com; ksmith@covingtonky.gov; Alicia.Reece@hamilton-co.org; twest@covingtonky.gov; Eric.Beck@hamilton-co.org; dhatler@fortwright.com; mpolicinski@oki.org; kzembrodt@parkhillsky.net; aaiello@go-metro.com; mayor@fortmitchell.com; Jason.Gloyd@governor.ohio.gov; sreddy@pdkc.org; sleeper@3cdc.org; gdouthat@tankbus.org; matt.jones@cinocbc.com; joseph.woodwerks@gmail.com; bcull@cincinnati-chamber.com; will@southbankpartners.com; jeffreystec@gmail.com; widemanm@gmail.com; lbrunner@cincinnatiport.org; LAC@NorthernKentuckyUSA.com; Melissa@wegmancompany.com; bcooper@nkychamber.com; nathan.alley@sierraclub.org; cgriffin.nati@yahoo.com; katie.blackburn@bengals.nfl.net; jweiss@cinbulk.com; pcastellini@reds.com; amy.spiller@duke-energy.com; wkeown@nurfc.org; cgerhardt@govstrategies.com; epierce@cincymuseum.org; Vada.Stephens@hamilton-co.org; kshammout@go-metro.com; PMetz@cincinnati-chamber.com; jhall@cincinnatiport.org; Kablake@live.com; sandy.fleming@duke-energy.com; Spinosa, Stefan; Hans, Stacey D (KYTC-D06); Arnold, E.; robert.yeager@ky.gov; tammy.campbell@dot.ohio.gov; gvalentine@ky.gov; keith.smith@dot.state.oh.us; David.whitworth@dot.gov; tim.hill@dot.state.oh.us; adam.johnson@dot.gov  
**Cc:** Jodi Heflin; Erica Johnson; Baughman, Pamela (FHWA); john.ballantyne@dot.gov  
**Subject:** Brent Spence Bridge Corridor Project Advisory Committee Meeting (Virtual)  
**Attachments:** Public Hearing Flyer.pdf

**Dear Advisory Committee Member:**

The next meeting of the Project Advisory Committee will be held on **Friday, February 16, 2024 from 10:00 AM – Noon**. This will be a virtual meeting hosted on Microsoft Teams. You will receive an invitation with the meeting details in a separate email.

The purpose of the Project Advisory Committee meeting is to provide a preview of the information that will be presented at the upcoming public hearings and discuss next steps in the project's development. The meeting will also include an opportunity for questions and comments. If you are unable to attend, we invite another representative from your organization to join the meeting in your place. If there is a new contact or representative for your organization, please respond with the name and contact information for that individual.

The Supplemental Environmental Assessment for the project will be made available for public review on Friday, January 26, 2024, and public hearings are scheduled to occur in February. Details about how to view the Supplemental EA, attend a public hearing, and submit comments are provided in the attached flyer.

Once the public availability period begins on Friday, we ask that you share the information about the Supplemental Environmental Assessment and public hearings as you continue to act as liaisons between your interested groups and the project team.

Please contact Jodi Heflin at [jheflin@hntb.com](mailto:jheflin@hntb.com) or (216) 633-2638 with any questions. Thank you for your involvement on the Project Advisory Committee.

**Jodi S. Heflin, PE**

Traffic and Planning

Tel (216) 633-2638 Email [jheflin@hntb.com](mailto:jheflin@hntb.com)

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**From:** Jodi Heflin  
**Sent:** Friday, January 26, 2024 11:06 AM  
**To:** dave.baker-iwlu44bm@ironworkers.org; megan\_bankemper@mccconnell.senate.gov; kim.banta@lrc.ky.gov; ebates@brightoncenter.com; robert.bell@hamilton-co.org; donerik.black@daytonohio.gov; zach.blandford@mail.house.gov; paul.booth2@gmail.com; nkybranchnaacp@aol.com; cbowman@nkcac.org; John.brazina@cincinnati-oh.gov; InterfaithCincy@gmail.com; KATHLEEN.BUSEMEYER@jfs.ohio.gov; Calderon.Danielle@dol.gov; david@jask.org; acarillo@bbhs.org; laura.castillo@cincinnati-oh.gov; wang1720@gmail.com; robert.coffey@sba.gov; acornejo999@gmail.com; dcreshaw265@gmail.com; valeria.cummings@cincinnati-oh.gov; Deborah@afrikan-americanchamber.com; jdavis@nkcac.org; rep26@ohiohouse.gov; beth.easterday@acecohio.org; correy.eimer@nkadd.org; gene@ellingtonmanagement.com; cengle@ohiocontractors.org; gomezlc@uc.edu; galenggordon@hotmail.com; Marco@ohiombdcenter.com; comtocincinnati@gmail.com; hhane@icgc.us; jhesseling@oki.org; Lewis.Hilton@hamilton-co.org; president@comtocolumbus.org; jamesinskeep265@gmail.com; vincei@oltc.org; Jackson.Charles.M@dol.gov; tjames@iuoelocal18.org; jjohnson@dacc.org; info@faithinpubliclife.org; kearney@afrikan-americanchamber.com; akitchensii@yahoo.com; Kim\_Kraft@mccconnell.senate.gov; Cinnamon1922@gmail.com; rlarger@catholicaoc.org; clarue@kahc.org; mlawson@cincy-cao.org; Cinnamon1922@gmail.com; pmassey@cincyworkforce.org; Billy\_Matthews@paul.senate.gov; collin.mays@cincinnati-oh.gov; kent.mccord@teamsterslocal100.com; chris.mcdaniel@lrc.ky.gov; PMetz@cincinnati-chamber.com; jumeyer@covingtonky.gov; Daniel.Molina@ochla.ohio.gov; pamel.pearson@sba.gov; Cinnamon1922@gmail.com; jhphillips265@gmail.com; Nicole.Pickard@sba.gov; jpittman@ikorcc.com; mpolicinski@oki.org; bob.porter@mail.house.gov; lprior@lul.org; arahall@teceng.com; brapp@uptownconsortium.org; ratliff.reed@dol.gov; Alicia.Reece@hamilton-co.org; aricciardi245@gmail.com; lynne.riehle@jfs.ohio.gov; aschleicher@cincinnati-aficio.org; connie.schnell@ky.gov; bill.shfcik@cincinnati-oh.gov; Crystal.Staley@ky.gov; bstenson@dacc.org; Vada.Stephens@hamilton-co.org; wstracham@iuoelocal18.org; valeria.cummings@cincinnati-oh.gov; lthompson@lul.org; ronald.todd@development.ohio.gov; ATreasure@cincinnati-chamber.com; mauriwagoner@gmail.com; wwalkersmith@ulgso.org; ckeeton@kychamber.com; Bryan.Williams@cincinnati-oh.gov; fwilliams@ecdi.org; bryan@cincinnati-compass.org; reid@esperanzanky.org; info@louisvillehcc.com; jordan.swiger@lrc.ky.gov; bowlesjs@yahoo.com; info@nkcac.org; Valeria.Cummings@cincinnati-oh.gov; Sylvia.Jones-Hamm@cincinnati-oh.gov; crunyan@ohiocontractors.org  
**Cc:** Arnold, E.; Sarah Lee; Tim.Hill@dot.state.oh.us; Hans, Stacey D (KYTC-D06); Jodi Heflin; Erica Johnson; Spinosa, Stefan; larry.brown@dot.ohio.gov; Deborah.Green@dot.ohio.gov; Wanda.Hughley-Culbertson@dot.gov; Adam.Johnson@dot.gov; aquam@walshgroup.com; williamsicy@gmail.com; ubrewer@walshgroup.com; jhalterman@walshgroup.com; David.whitworth@dot.gov; thava.overstreet@dot.gov; lauren.purdy@dot.ohio.gov; Lynnette.stevens@dot.ohio.gov; tyouseffi@Ky.gov; myanosko@walshgroup.com  
**Subject:** Brent Spence Bridge Corridor Project Public Hearings  
**Attachments:** Public Hearing Flyer.pdf

Dear Diversity & Inclusion Outreach Committee Member,

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) are hosting five public hearings for the Brent Spence Bridge Corridor Project. The purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and to provide feedback through written or recorded verbal comments. KYTC and ODOT are offering daytime and evening options for in-person public hearings as well as a virtual option. The same information will be presented at each hearing.

Information about the public hearings, the Supplemental Environmental Assessment, and how to submit comments about the project is included in the attached flyer. KYTC and ODOT would like to request that you assist in spreading the word about the public hearings by sharing the attached flyer with the members of your respective organizations.

Thank you in advance for your help. We hope to see you at one of the public hearings.

**Jodi S. Heflin, PE**

Traffic and Planning

Tel (216) 633-2638 Email [jheflin@hntb.com](mailto:jheflin@hntb.com)

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---

**From:** Deborah Davis <Deborah@african-americanchamber.com>  
**Sent:** Friday, January 26, 2024 11:16 AM  
**To:** Jodi Heflin  
**Cc:** Deborah Davis  
**Subject:** RE: Brent Spence Bridge Corridor Project Public Hearings

**Importance:** High

Thank you! We will share with our network.

*Thank you,*

*Deborah R. Davis, CBA, MPM, MFA*  
Regional MBAC Director Cincinnati Tier 2  
Greater Cincinnati & Northern Kentucky  
African American Chamber of Commerce  
2303 Gilbert Avenue  
Cincinnati, OH 45206

Work #: 513-475-7151  
Email: [deborah@african-americanchamber.com](mailto:deborah@african-americanchamber.com)

*[Click Here For A 30 min. Meeting](#)*



---

**From:** Jodi Heflin  
**Sent:** Friday, January 26, 2024 11:10 AM  
**To:** Jodi Heflin  
**Cc:** Spinosa, Stefan; Hans, Stacey D (KYTC-D06); Arnold, E.; Hill, Timothy; pamela.baughman@dot.gov; Erica Johnson; john.ballantyne@dot.gov  
**Subject:** Brent Spence Bridge Corridor Project Public Hearings  
**Attachments:** Public Hearing Flyer.pdf

Dear Neighborhood Representative,

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) are hosting five public hearings for the Brent Spence Bridge Corridor Project. The purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and to provide feedback through written or recorded verbal comments. KYTC and ODOT are offering daytime and evening options for in-person public hearings as well as a virtual option. The same information will be presented at each hearing.

Information about the public hearings, the Supplemental Environmental Assessment, and how to submit comments about the project is included in the attached flyer. KYTC and ODOT would like to request that you assist in spreading the word about the public hearings by sharing the attached flyer with the members of your respective organizations.

Thank you in advance for your help. We hope to see you at one of the public hearings.

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**Recipients:**

- Residents of Mainstrasse Association (ROMA) UKY)
- Friends of Peaselburg (FOPNA) (KY)
- Westside Covington (KY)
- Mutter Gottes (KY)
- CUF Neighborhood Association (OH)
- Cincinnati CBD Riverfront (OH)
- Camp Washington Community Council (OH)

**Representative for the following were notified via email to the Project Advisory Committee on 01/25/2024:**

- Fort Mitchell (KY)
- Fort Wright (KY)
- Park Hills (KY)
- Lewisburg/Botany Hills (KY)
- West End Community Council (OH)

**BRENT SPENCE  
BRIDGE CORRIDOR**



**INVESTING IN LOCAL COMMUNITIES  
GROWING AMERICA'S ECONOMY.**

## You're Invited!

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) are holding **PUBLIC HEARINGS** for the Brent Spence Bridge Corridor Project. In accordance with the National Environmental Policy Act (NEPA), the purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and to provide feedback through written or recorded verbal comments.



You may view the Supplemental Environmental Assessment, submit comments and/or participate in the virtual public hearing by scanning the code at left or visiting [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

Copies of the Supplemental Environmental Assessment are also available for public viewing at: Kenton County Public Library Covington Branch, 502 Scott Street, Covington, Kentucky • Cincinnati and Hamilton County Public Library West End Branch, 805 Ezzard Charles Drive, Cincinnati, Ohio

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a [Domingo.Martinez@dot.ohio.gov](mailto:Domingo.Martinez@dot.ohio.gov) o por teléfono a (513) 933-6136.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. KYTC and ODOT are committed to providing access and inclusion and reasonable accommodation in their services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability or to request language interpretation or translation services to participate in a hearing, please contact Keith Smith, 1-800-831-2142 or [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) within 1 business day of the hearing.

### In-Person Public Hearing Options

*The same information will be presented at each hearing.*

#### Tuesday, February 20, 2024

Radisson Hotel

668 West 5th Street

Covington, Kentucky 41011

12:00 pm to 3:30 pm (formal presentation at 1:00 pm)

**OR**

4:30 pm to 8:00 pm (formal presentation at 5:30 pm)

#### Wednesday, February 21, 2024

Longworth Hall Event Center

700 West Pete Rose Way, Lobby C

Cincinnati, Ohio 45203

12:00 pm to 3:30 pm (formal presentation at 1:00 pm)

**OR**

4:30 pm to 8:00 pm (formal presentation at 5:30 pm)

### Virtual Public Hearing Option

#### Thursday, February 22, 2024 |

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

5:30 pm to 7:00 pm

(formal presentation/verbal comment period only)

Public verbal comments will be accepted immediately following the formal presentation at each hearing. Individuals desiring to offer verbal comments at the in-person hearings must pre-register at the hearing. Comments will be limited to 2 minutes.

Comments may also be submitted via:

• [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) • Email:

Keith.Smith@dot.ohio.gov • Phone: 1-800-831-2142

• Mail: ODOT District 8, Attn: Keith Smith, 505 South State Route 741, Lebanon, OH 45036-9518

**Comments received by March 8, 2024 will be considered in the final NEPA decision.**

Comments provided by any one of the methods listed above will receive equal weight in the project record.

Source: <https://twitter.com/BSBCorridor>, accessed January 26, 2024

**Brent Spence Bridge Corridor** @BSBCorridor · Jan 26

The @USDOTFHWA has approved the supplemental environmental assessment for the @BSBCorridor Project for public review, marking a major milestone toward making the project a reality. Visit the link in this thread to view the document and for more info, including public hearings

1/2



1 7 8 1.7K

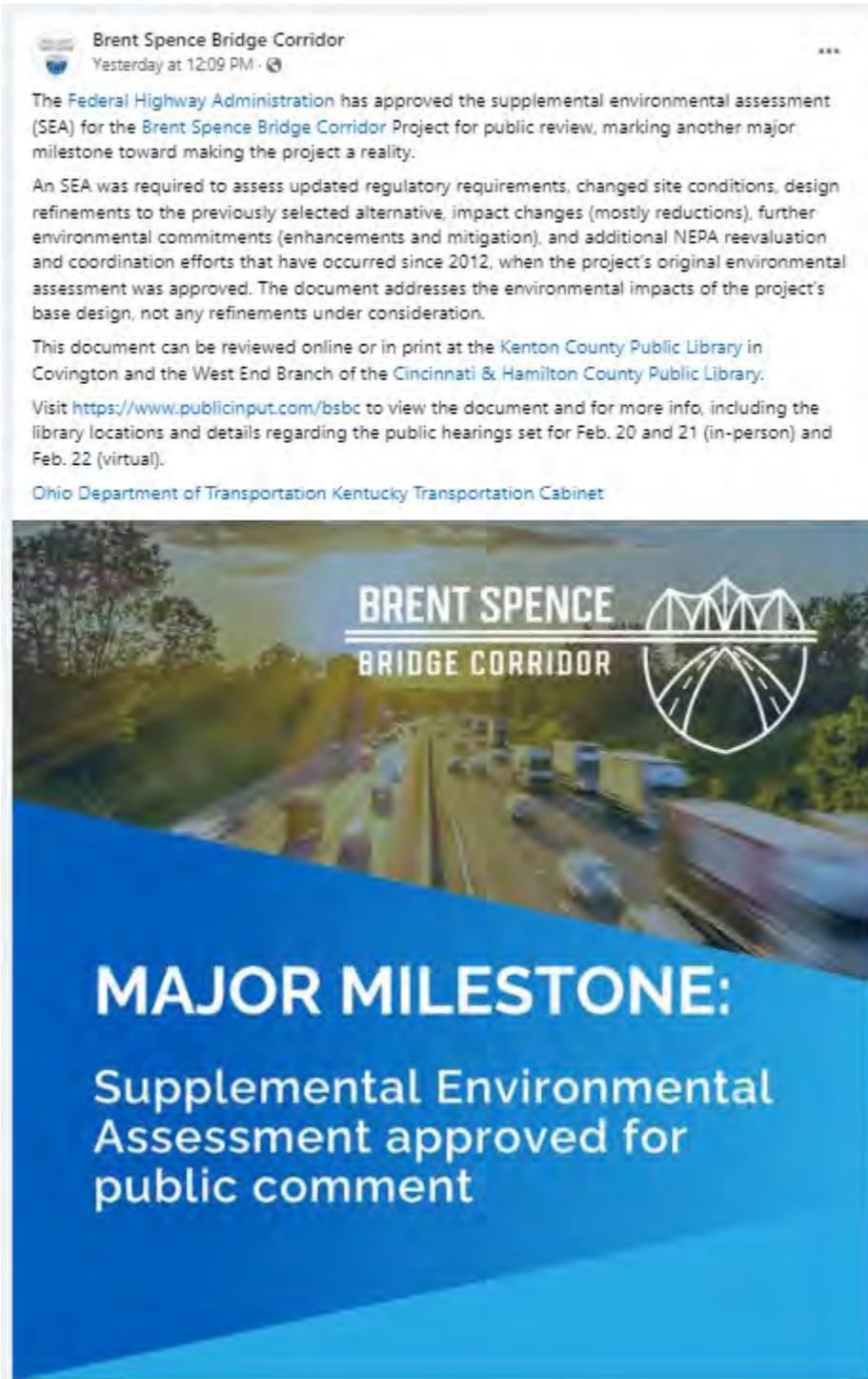
**Brent Spence Bridge Corridor** @BSBCorridor · Jan 26

Visit [publicinput.com/bsbc](https://publicinput.com/bsbc) to view the SEA document and for more info, including the library locations and details regarding the public hearings set for Feb. 20 and 21 (in-person) and Feb. 22 (virtual). @ODOT\_Statewide @KYTC

2/2

105

Source: <https://www.facebook.com/BSBCorridor/>, accessed January 26, 2024



**Brent Spence Bridge Corridor**  
Yesterday at 12:09 PM · 🌐

The [Federal Highway Administration](#) has approved the supplemental environmental assessment (SEA) for the [Brent Spence Bridge Corridor Project](#) for public review, marking another major milestone toward making the project a reality.

An SEA was required to assess updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since 2012, when the project's original environmental assessment was approved. The document addresses the environmental impacts of the project's base design, not any refinements under consideration.

This document can be reviewed online or in print at the [Kenton County Public Library](#) in Covington and the [West End Branch of the Cincinnati & Hamilton County Public Library](#).

Visit <https://www.publicinput.com/bsbc> to view the document and for more info, including the library locations and details regarding the public hearings set for Feb. 20 and 21 (in-person) and Feb. 22 (virtual).

[Ohio Department of Transportation Kentucky Transportation Cabinet](#)



**BRENT SPENCE  
BRIDGE CORRIDOR**

**MAJOR MILESTONE:**  
Supplemental Environmental  
Assessment approved for  
public comment

Source: <https://twitter.com/BSBCorridor>, accessed February 2, 2024

**Brent Spence Bridge Corridor** @BSBCorridor · Feb 2

The supplemental environmental assessment (SEA) for the @BSBCorridor Project is available for public review.

Visit [publicinput.com/bsbc](https://publicinput.com/bsbc) to view the document and for more info, including details regarding public hearings set for Feb. 20 & 21 (in-person) and Feb. 22 (virtual).

**BRENT SPENCE  
BRIDGE CORRIDOR**

**MAJOR MILESTONE:**  
Supplemental Environmental  
Assessment approved for  
public comment

3 176

Source: <https://www.facebook.com/BSBCorridor/>, accessed February 2, 2024



**Brent Spence Bridge Corridor**

February 2 at 11:56 AM · 🌐



The supplemental environmental assessment (SEA) for the [Brent Spence Bridge Corridor](#) Project is available for public review.

Visit <https://publicinput.com/bsbc> to view the SEA document and for more info, including details regarding the public hearings set for Feb. 20 and 21 (in-person) and Feb. 22 (virtual).



👍 2

Source: <https://twitter.com/BSBCorridor>, accessed February 13, 2024

**Brent Spence Bridge Corridor** @BSBCorridor · Feb 13

We're hosting FIVE public hearings in Ohio, Kentucky, AND online! Make plans to join us Feb. 20, 21 & 22. We're eager to hear your thoughts on the supplemental environmental assessment. Your feedback matters! Check out the link for info: [publicinput.com/bsbc](https://publicinput.com/bsbc)

**BRENT SPENCE  
BRIDGE CORRIDOR**

**PUBLIC HEARINGS**  
February 20, 21 & 22

6 replies 7 retweets 4 likes 3.6K views

Source: <https://www.facebook.com/BSBCorridor/>, accessed February 13, 2024



**Brent Spence Bridge Corridor**  
6d · 🌐

We're hosting FIVE public hearings in Ohio, Kentucky, AND online! Make plans to join us Feb. 20, 21 & 22. We're eager to hear your thoughts on the supplemental environmental assessment.

The **Brent Spence Bridge Corridor** Project will include a new companion bridge, a reconfigured Brent Spence Bridge for local travel, better highway access, bike & pedestrian connectivity and more – all creating a safer, less congested corridor.

Your feedback matters! Share your thoughts at the upcoming public hearings.

Check out the link for info on the supplemental environmental assessment and the upcoming public hearings: <https://publicinput.com/bsbc>



**BRENT SPENCE  
BRIDGE CORRIDOR**



**PUBLIC HEARINGS**  
February 20, 21 & 22

👍 2

14 shares

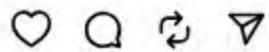
Source: <https://www.threads.net/@bsbcorridor>, accessed February 13, 2024



bsbcorridor

1w ...

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Source: <https://twitter.com/BSBCorridor>, accessed February 16, 2024



**Brent Spence Bridge Corridor** @BSBCorridor · Feb 16



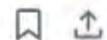
JOIN US ON FEB. 20, 21 & 22

We want your comments on the supplemental environmental assessment (SEA).

Visit [publicinput.com/bsbc](https://publicinput.com/bsbc) to view the SEA document and for more info, including details regarding public hearings set for Feb. 20 & 21 (in-person) and Feb. 22 (virtual) 1/7



269



Source: <https://www.facebook.com/BSBCorridor/>, accessed February 16, 2024



Brent Spence Bridge Corridor

2d · 🌐



JOIN US ON FEB. 20, 21 and 22

We want your comments on the supplemental environmental assessment (SEA).

Visit <https://publicinput.com/bsbc> to view the SEA document and for more info, including details regarding the public hearings set for Feb. 20 and 21 (in-person) and Feb. 22 (virtual).... See more



3

4 shares

Source: <https://twitter.com/BSBCorridor>, accessed February 19, 2024



**Brent Spence Bridge Corridor** @BSBCorridor · 3h



The supplemental environmental assessment has been approved for public comment.

Public hearings are set for this week: Feb. 20, 21 and 22

For details visit: [publicinput.com/bsbc](https://publicinput.com/bsbc)



Source: <https://www.facebook.com/BSBCorridor/>, accessed February 19, 2024

 **Brent Spence Bridge Corridor** 3h · 🌐

The supplemental environmental assessment has been approved for public comment.  
Public hearings are set for this week: Feb. 20, 21 and 22  
For details visit:



PUBLICINPUT.COM

**Brent Spence Bridge Corridor Project - PublicInput**  
The Brent Spence Bridge Corridor Project is sponsored by the Kentucky Transportation Cabinet,...

👍 Like      💬 Comment      ➦ Share

Source: <https://twitter.com/BSBCorridor>, accessed February 21, 2024



**Brent Spence Bridge Corridor** @BSBCorridor · Feb 21



Excellent turnout on first day of public hearings for feedback on the [@BSBCorridor](#) Project supplemental environmental assessment.

Today's hearings are at Longworth Hall, noon - 3:30 p.m. and 4:30 - 8 p.m.

Tomorrow: virtual hearing, 5:30 - 7 p.m.

Info: [publicinput.com/bsbc](http://publicinput.com/bsbc)



↻ 3

♥ 3

📊 945



Source: <https://www.facebook.com/BSBCorridor/>, accessed February 21, 2024

 **Brent Spence Bridge Corridor**  
5d · 🌐

Excellent turnout on the first day of public hearings for feedback on the [Brent Spence Bridge Corridor](#) Project supplemental environmental assessment.

Today's hearings are at Longworth Hall, from noon to 3:30 p.m. and 4:30 to 8 p.m.

Tomorrow: virtual hearing, 5:30 to 7 p.m.... [See more](#)



3 1 share

 Like       Comment       Share

Source: <https://www.threads.net/@bsbcorridor>, accessed February 21, 2024



bsbcorridor

5d ...

Excellent turnout on the first day of public hearings for feedback on the Brent Spence Bridge Corridor Project supplemental environmental assessment. Today's hearings are at Longworth Hall, noon to 3:30 PM and 4:30 to 8 PM. Tomorrow: virtual hearing, 5:30 to 7 PM.



Source: <https://twitter.com/BSBCorridor>, accessed February 22, 2024



**Brent Spence Bridge Corridor** @BSBCorridor · Feb 22



The supplemental environmental assessment has been approved for public comment and public hearings are taking place this week.

Next up: virtual public hearing tonight, 5:30 to 7 p.m.

For details visit: [publicinput.com/bsbc](https://publicinput.com/bsbc)



128



Source: <https://www.facebook.com/BSBCorridor/>, accessed February 22, 2024

**Brent Spence Bridge Corridor**  
February 22 at 10:58 AM · 🌐

The supplemental environmental assessment has been approved for public comment and public hearings are taking place this week.

Next up: virtual public hearing tonight, 5:30 to 7 p.m.

For details visit:

**NCE IDOR**

**TEAM KENTUCKY**  
TRANSPORTATION CABINET

Department of Transportation

**BUILDING IN LOCAL COMMUNITIES.  
STRENGTHENING AMERICA'S ECONOMY.**

[PUBLICINPUT.COM](https://PUBLICINPUT.COM)

**Brent Spence Bridge Corridor Project - PublicInput**

The Brent Spence Bridge Corridor Project is sponsored by the Kentucky Transportation Cabinet...

---

**From:** Jake Ryle <jake.ryle@subscriptions.kentucky.gov>

**Sent:** Friday, January 26, 2024 11:36 AM

**To:**

**Subject:** Brent Spence Bridge Corridor Project Marks Another Major Milestone with Release of Environmental Document for Public Review



## Kentucky Transportation Cabinet • District 6

**FOR IMMEDIATE RELEASE**

**Media Contact: Naitore Djigbenou**

502-782-4829

[Naitore.Djigbenou@ky.gov](mailto:Naitore.Djigbenou@ky.gov)

**Media Contact: Jake Ryle**

502-564-4219 (office)

859-308-0924 (cell)

[Jake.Ryle@ky.gov](mailto:Jake.Ryle@ky.gov)

# **Brent Spence Bridge Corridor Project Marks Another Major Milestone with Release of Environmental Document for Public Review**

**Five February Public Hearings Set in Ohio, Kentucky and Online to Seek Feedback**

**FRANKFORT, Ky. (Jan. 26, 2024)** – Another major milestone toward making the Brent Spence Bridge Corridor Project a reality has been marked thanks to the Federal Highway Administration’s approval of the supplemental environmental assessment for public review. The document is available online at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc), in print at the Kenton County Public Library in Covington and at the West End Branch of the Cincinnati & Hamilton County Public Library. Members of the public are invited to attend and provide feedback at any of the five upcoming public hearings.

Over the past year, the \$3.6 billion Brent Spence Bridge Corridor Project being managed by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) has steadily progressed toward construction. Last January the states received \$1.6 billion in federal grants that eliminated the need for tolls; in July the Walsh Kokosing progressive design-build team was announced; and in August public meetings were conducted. The project remains on schedule with the new companion bridge planned to open in 2029.

The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the supplemental environmental assessment. During each hearing, participants may browse project exhibits, review project information, talk one-on-one with project team members, and provide a written or verbal comment about the project.

## **Public Hearing Schedule**

In-Person, Tuesday, Feb. 20

Radisson Hotel

668 W. Fifth St.

Covington, KY 41011

Noon to 3:30 p.m.

4:30 to 8 p.m.

In-Person, Wednesday, Feb. 21

Longworth Hall Event Center  
700 W. Pete Rose Way, Lobby C  
Cincinnati, OH 45203

Noon to 3:30 p.m.

4:30 to 8 p.m.

Virtual, Thursday, Feb. 22

Virtual Hearing

5:30 to 7 p.m.

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

One hour after the start of each in-person meeting, a formal presentation about the project and its assessment will be made to attendees. The same information will be presented at each hearing in Ohio and Kentucky, as well as online.

Afterward, attendees will have an opportunity to make comments at a microphone, addressing the project team. All comments will be transcribed, and project team members will accept public verbal comments immediately following this portion of the meeting. Anyone wishing to speak at an in-person hearing is asked to register in advance when arriving at the hearing. Comments will be limited to two minutes. No responses to comments will be made at the meeting; the project team will respond in writing to all comments at a later date. Registration is not required to attend the meeting.

Verbal comments can also be dictated privately to the court reporter during the open house.

**Background**

Under the National Environmental Policy Act (NEPA) of 1969, agencies must consider the environmental impacts of their actions and decisions for projects that utilize federal funds.

A supplemental environmental assessment was required for the Brent Spence Bridge Corridor Project to assess updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since 2012, when the project's original environmental assessment was approved.

The supplemental environmental assessment addresses the environmental impacts of the project's base design, not any refinements under consideration.

###

### **About the Brent Spence Bridge Corridor Project**

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the \$3.6 billion project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at [BrentSpenceBridgeCorridor.com](http://BrentSpenceBridgeCorridor.com). A video outlining last year's progress can be viewed [here](#).

### **Editor's Notes:**

#### **Public Comments**

The attached post card mailed to project area residents contains details on how interested parties can submit comments. All comments will receive equal weight in the project record.

### **The supplemental environmental assessment is available at these locations.**

#### Printed Copies

Kenton County Public Library  
502 Scott St.  
Covington, Ky. 41011  
West End Branch

Cincinnati & Hamilton County Public Library  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203

Online

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

###



[transportation.ky.gov](http://transportation.ky.gov)



***Kentucky Transportation Cabinet, District 6 \* 421 Buttermilk Pike \* Covington, KY 41017***

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COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET  
transportation.ky.gov

Andy Beshear  
GOVERNOR

Jim Gray  
SECRETARY

**FOR IMMEDIATE RELEASE**

**Media Contact: Naitore Djigbenou**  
502.782.4829  
[Naitore.Djigbenou@ky.gov](mailto:Naitore.Djigbenou@ky.gov)

**Media Contact: Jake Ryle**  
502.341.2700  
[Jake.Ryle@ky.gov](mailto:Jake.Ryle@ky.gov)

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Longworth Hall Event Center  
700 W. Pete Rose Way, Lobby C  
Cincinnati, OH 45203  
Noon to 3:30 p.m.  
4:30 to 8 p.m.

Virtual, Thursday, Feb. 22

Virtual Hearing  
5:30 to 7 p.m.  
[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

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West End Branch

Cincinnati & Hamilton County Public Library  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203

Online

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



[transportation.ky.gov](http://transportation.ky.gov)

Source: [www.brentspencebridgecorridor.com/news/releases](http://www.brentspencebridgecorridor.com/news/releases), accessed January 26, 2024

The Supplemental Environmental Assessment has been approved for public comment. Review the document and submit comments here.

Learn more about upcoming public hearings here.

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# BRENT SPENCE BRIDGE CORRIDOR PROJECT MARKS ANOTHER MAJOR MILESTONE WITH RELEASE OF ENVIRONMENTAL DOCUMENT FOR PUBLIC REVIEW

FRIDAY JANUARY 26, 2024

## FIVE FEBRUARY PUBLIC HEARINGS SET IN OHIO, KENTUCKY AND ONLINE TO SEEK FEEDBACK

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## MEDIA CONTACTS

**KYTC:** Naitore Djigbenou – 502-782-4829

**ODOT:** Matt Bruning – (614) 466-6906

## RECENT NEWS RELEASES

- Brent Spence Bridge Corridor Project Marks Another Major Milestone with Release of Environmental Document for Public Review
- Investing in the Future Workforce
- Innovation Period Kicks Off Proof of Concept Phase of Design
- KYTC to Pilot Transparent Noise Walls in Covington

progressive design-build team was announced; and in August public meetings were conducted. The project remains on schedule with the new companion bridge planned to open in 2029.

The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the supplemental environmental assessment. During each hearing, participants may browse project exhibits, review project information, talk one-on-one with project team members, and provide a written or verbal comment about the project.

## **PUBLIC HEARING SCHEDULE**

### **IN-PERSON**

#### **TUESDAY, FEB. 20**

Radisson Hotel

668 W. Fifth St.

Covington, KY 41011

Noon to 3:30 p.m.

4:30 to 8 p.m.

### **IN-PERSON**

#### **WEDNESDAY, FEB. 21**

Dongworth Hall Event Center

700 W. Pete Rose Way, Lobby C

Cincinnati, OH 45203

Noon to 3:30 p.m.

4:30 to 8 p.m.

### **VIRTUAL**

#### **THURSDAY, FEB. 22**

Virtual Hearing

5:30 to 7 p.m.

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

One hour after the start of each in-person meeting, a formal presentation about the project and its assessment will be made to attendees. The same information will be presented at each hearing in Ohio and Kentucky, as well as online.

Afterward, attendees will have an opportunity to make comments at a microphone, addressing the project team. All comments will be transcribed, and project team members will accept public verbal comments immediately following this portion of the meeting.

- Changes Proposed to the Ezzard Charles Bridge
- Parking Garage Will Benefit Office Workers, Covington's Economic Opportunity... and Save Money
- BSB D&I Communications
- Design-Build Team to Review Ezzard Charles 'Cap' Concept
- Govs. DeWine, Beshear Announce Brent Spence Bridge Design-Build Team
- Firms Sought to Kickstart Construction on Brent Spence Bridge Corridor Project

Anyone wishing to speak at an in-person hearing is asked to register in advance when arriving at the hearing. Comments will be limited to two minutes. No responses to comments will be made at the meeting; the project team will respond in writing to all comments at a later date. Registration is not required to attend the meeting.

Verbal comments can also be dictated privately to the court reporter during the open house.

## **Background**

Under the National Environmental Policy Act (NEPA) of 1969, agencies must consider the environmental impacts of their actions and decisions for projects that utilize federal funds.

A supplemental environmental assessment was required for the Brent Spence Bridge Corridor Project to assess updated regulatory requirements, changed site conditions, design refinements to the previously selected alternative, impact changes (mostly reductions), further environmental commitments (enhancements and mitigation), and additional NEPA reevaluation and coordination efforts that have occurred since 2012, when the project's original environmental assessment was approved.

The supplemental environmental assessment addresses the environmental impacts of the project's base design, not any refinements under consideration.

###

## **About the Brent Spence Bridge Corridor Project**

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the \$3.6 billion project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at [BrentSpenceBridgeCorridor.com](http://BrentSpenceBridgeCorridor.com). A video outlining last year's progress can be viewed [here](#).



## Kentucky Transportation Cabinet • District 6

FOR IMMEDIATE RELEASE

Contact: Naitore Djigbenou  
502-782-4829  
Naitore.Djigbenou@ky.gov

Jake Ryle  
502-564-4219 (office)  
Jake.Ryle@ky.gov

### Five February Public Hearings to Seek Feedback on Brent Spence Bridge Corridor Project

*In-person hearings in Kentucky and Ohio and an online hearing are  
scheduled for this week*

**COVINGTON, Ky. (Feb. 19, 2024)** – Another major milestone toward making the Brent Spence Bridge Corridor Project a reality has been marked thanks to the Federal Highway Administration’s approval of the supplemental environmental assessment for public review. The document is available online at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc), in print at the Kenton County Public Library in Covington and at the West End Branch of the Cincinnati & Hamilton County Public Library. Members of the public are invited to attend and provide feedback at any of the five upcoming public hearings.

Over the past year, the \$3.6 billion [Brent Spence Bridge Corridor Project](#) being managed by the [Kentucky Transportation Cabinet](#) (KYTC) and the [Ohio Department of Transportation](#) (ODOT) has steadily progressed toward construction. Last January the states [received \\$1.6 billion in federal grants](#) that eliminated the need for tolls; in July the [Walsh Kokosing](#) progressive

design-build team was [announced](#); and in August public meetings were conducted. The project remains on [schedule](#) with the [new companion bridge](#) planned to open in 2029.

The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the supplemental environmental assessment. The same information will be presented at each hearing in Ohio and Kentucky, as well as online. Registration is not required to attend the hearings.

### **Public Hearing Schedule**

#### In-Person, Tuesday, Feb. 20

Radisson Hotel  
668 W. Fifth St. Covington, KY 41011  
Noon to 3:30 p.m.  
4:30 to 8 p.m.

#### In-Person, Wednesday, Feb. 21

Longworth Hall Event Center  
700 W. Pete Rose Way, Lobby C  
Cincinnati, OH 45203  
Noon to 3:30 p.m.  
4:30 to 8 p.m.

#### Virtual, Thursday, Feb. 22

Virtual Hearing 5:30 to 7  
p.m. [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

Each in-person hearing will begin with an open house where participants may browse project exhibits, review project information, and talk one-on-one with project team members. Participants may also provide a written comment or dictate comments privately to a court reporter during the open house.

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The virtual public hearing will begin with a formal presentation about the project. Afterward, participants may make a 2-minute public comment using a designated phone number that will connect into the virtual public hearing. This number will be

provided during the hearing. The public also will be able to view the exhibits and handouts from the in-person meeting at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

No responses to comments will be made at the public hearings; the project team will respond in writing to all comments at a later date.

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**Editor's Notes:** The supplemental environmental assessment is available at these locations:

### Printed Copies

Kenton County Public Library  
502 Scott St. Covington, Ky. 41011 West  
End Branch

Cincinnati & Hamilton Co. Public  
Library  
805 Ezzard Charles Drive Cincinnati,  
Ohio 45203

### Online

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

We only use cookies that are necessary for this site to function to provide you with the best experience. The controller of this site may choose to place supplementary cookies to support additional functionality such as support analytics, and has an obligation to disclose these cookies. Learn more in our [Cookie Statement](#).

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## Five February public hearings to seek feedback on Brent Spence Bridge Corridor Project

Ohio Department of Transportation sent this bulletin at 02/19/2024 06:00 AM EST

Having trouble viewing this email? [View it as a Web page.](#)



Media Contact: [Matt Bruning](#) - (614) 512-5121

### Five February public hearings to seek feedback on Brent Spence Bridge Corridor Project

*In-person hearings in Kentucky and Ohio and an online hearing are scheduled for this week*

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The purpose of the upcoming public hearings is to present project information and allow members of the public to provide comments on the supplemental environmental assessment. The same information will be presented at each hearing in Ohio and Kentucky, as well as online. Registration is not required to attend the hearings.

#### Public Hearing Schedule

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668 W. Fifth St.  
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4:30 to 8 p.m.

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Longworth Hall Event Center  
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The virtual public hearing will begin with a formal presentation about the project. Afterward, participants may make a 2-minute public comment using a designated phone number that will connect into the virtual public hearing. This number will be provided during the hearing. The public also will be able to view the exhibits and handouts from the in-person meeting at [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

No responses to comments will be made at the public hearings; the project team will respond in writing to all comments at a later date.

#### Background

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West End Branch

Cincinnati & Hamilton County Public Library  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203

#### Online

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



The Supplemental Environmental Assessment has been approved for public comment. Review the document and [submit comments here](#).  
[Learn more about upcoming public hearings here.](#)



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## PUBLIC INVOLVEMENT AND COMMENTS



LEARN MORE ABOUT HOW THE BRENT SPENCE BRIDGE CORRIDOR PROJECT TEAM IS WORKING WITH THE COMMUNITY TO ENSURE STAKEHOLDER VOICES ARE HEARD AND COMMUNITY NEEDS ARE INTEGRATED INTO THE PROJECT PLAN.

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are fully committed to robust public involvement to gain insights and receive feedback as part of the project development process. The project team has been working closely with local partners to ensure communities surrounding the project area have the opportunity to provide feedback.

If you have a comment or question for the project team, please provide your feedback in the link at the bottom of the page.

### PUBLIC COMMENTS

Below are responses from the project team to specific public comments that have been received to date.

- [Response to public comment – CONCEPT TO RECONFIGURE THE US 50 CONNECTION](#)
- [Response to public comment – WORKING POSITION PAPER: REDESIGN OF THE BRENT SPENCE BRIDGE PROJECT](#)
- [Response to public comment – BRENT SPENCE BRIDGE PROJECT – RECONNECTING CINCINNATI WESTWAY DESIGN IMPROVEMENTS](#)
- [Response to public comment – CITY OF CINCINNATI BSB CORRIDOR CONCEPT I-W AND CINCINNATI USA REGIONAL CHAMBER FOOTPRINT MINIMIZATION](#)

Below are summaries of comments received by the project team, including responses to each.

- [General Public Comment and Response Summary \(updated monthly\)](#)
- [Neighborhood Meeting Survey Comment and Response Summary](#)
- [Open House Project Update Meetings Comment and Response Summary](#)

## PUBLIC HEARINGS

Public hearings have been scheduled for February 2024 regarding the Supplemental Environmental Assessment (SEA). The purpose of the public hearings is to present project information and allow members of the public to provide comments on the SEA. During each hearing, participants may browse project exhibits, review project information, talk one-on-one with project team members, and provide a written or verbal comment about the project.

Two hearings are offered each in-person day.

### **In-Person, Tuesday, Feb. 20**

Noon to 3:30 p.m. | 4:30 to 8 p.m.

Radisson Hotel

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Covington, KY 41011

### **In-Person, Wednesday, Feb. 21**

Noon to 3:30 p.m. | 4:30 to 8 p.m.

Longworth Hall Event Center

700 W. Pete Rose Way, Lobby C

Cincinnati, OH 45203

### **Virtual, Thursday, Feb. 22**

5:30 to 7 p.m.

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

Each meeting will include a formal presentation about the project and its assessment. For the in-person meetings, the presentation will begin one hour after the meeting's start. The same information will be presented at each hearing in Ohio, Kentucky and online.

Afterward, attendees will have an opportunity to make comments at a microphone, addressing the project team from the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC). All comments will be transcribed and recorded into the project's public record. Anyone wishing to speak at an in-person hearing is asked to register in advance when arriving at the hearing. Comments will be limited to two minutes. No responses to comments will be provided at the hearing; the project team will respond in writing to all comments at a later date.

Ohio DOT > Brent Spence Bridge Corridor Project Jodi Heflin ▾

**BRENT SPENCE  
BRIDGE CORRIDOR**

**TEAM KENTUCKY**  
TRANSPORTATION CABINET

**Ohio**  
Department of Transportation

**INVESTING IN LOCAL COMMUNITIES  
GROWING AMERICA'S ECONOMY.**

[Translate](#)

[Welcome](#) [Supplemental Environmental Assessment](#) [Submit a Comment](#) [Tell Us About Yourself](#)

### Welcome!

The Brent Spence Bridge Corridor Project is sponsored by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). It will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio.

This site allows you to:

- Join the [Virtual Public Hearing](#) on **February 22 at 5:30 p.m.** Details are provided below.
- View the [Supplemental Environmental Assessment \(https://publicinput.com/g7272#tab-46845\)](https://publicinput.com/g7272#tab-46845) by clicking the tab above.
- [Submit a Comment \(https://publicinput.com/g7272#tab-46844\)](https://publicinput.com/g7272#tab-46844) about the project by clicking the tab above.
- Review additional project information in the "Documents" section to the right.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. KYTC and ODOT are committed to providing access and inclusion and reasonable accommodation in their services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. If you need interpretation or translation services or other reasonable accommodations to review materials, or to provide comments, please contact Keith Smith at 1-800-831-2142 or [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) (<mailto:Keith.Smith@dot.ohio.gov?subject=Brent%20Spence%20Bridge%20Corridor%20Project>) within 1 business day before the virtual public hearing.

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible: [Domingo.Martinez@dot.ohio.gov](mailto:Domingo.Martinez@dot.ohio.gov) (<mailto:Domingo.Martinez@dot.ohio.gov?subject=Brent%20Spence%20Bridge%20Corridor%20Project>) | (513) 933-6136.

### Virtual Public Hearing

The virtual public hearing will take place on **Thursday, February 22 from 5:30 p.m. to 7:00 p.m.** Details about how to join are shown below.

Please review the [Virtual Public Hearing Participant Guide \(https://publicinput.com/Customer/File/Full/d5ffb35-dc0b-470c-ab0d-c2986bb6ccb2\)](https://publicinput.com/Customer/File/Full/d5ffb35-dc0b-470c-ab0d-c2986bb6ccb2) in the "Documents" section to the right for additional information.

FEB 22

#### Virtual Public Hearing for the Brent Spence Bridge Corridor Project

Thu, Feb 22 5:30 PM [Add to calendar ▾](#)

Participate by phone: **855-925-2801 (tel:8559252801)** Meeting code: 10049 Info

Email [CA5423@publicinput.com](mailto:CA5423@publicinput.com) (<mailto:CA5423@publicinput.com>)

Virtual Public Hearing for Brent Spence Bridge Corridor Project



## Documents

Comment Form.pdf (/Customer/File/Full/848a2ce5-46a6-4499-a9f7-662d9e42ca08)
Formulario de Comentarios.pdf (/Customer/File/Full/a0022024-f7b1-472e-9a47-4e24209f88f4)
Supplemental Environmental Assessment-Part 1.pdf (/Customer/File/Full/b1d51fc5-74e8-4d03-b065-91d8973728ba)
Supplemental Environmental Assessment-Part 2.pdf (/Customer/File/Full/2efac15e-b8e9-4d68-b298-9757ecad71ee)
Virtual Public Hearing Participant Guide.pdf (/Customer/File/Full/d5ffbe35-dc0b-470c-ab0d-c2986bb6ccb2)

KYTC and ODOT invite you to attend a public hearing for the Brent Spence Bridge Corridor Project. Interested persons may choose from the five hearing options shown below. The same information will be presented at each hearing.

Public verbal comments will be accepted immediately following the formal presentation at each hearing. Individuals desiring to offer verbal comments at the in-person hearings must pre-register at the hearing. Comments will be limited to 2 minutes.

**PLANNED**

**Kentucky In-Person Public Hearings**

February 20, 2024

Radisson Hotel (668 W. 5th St. Covington, KY 41011)

Daytime Option: 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)

Evening Option: 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)

**PLANNED**

**Ohio In-Person Public Hearings**

February 21, 2024

Longworth Hall Event Center (700 W. Pete Rose Way, Lobby C, Cincinnati, OH 45203)

Daytime Option: 12:00 p.m. to 3:30 p.m. (formal presentation at 1:00 p.m.)

Evening Option: 4:30 p.m. to 8:00 p.m. (formal presentation at 5:30 p.m.)

**PLANNED**

**Virtual Public Hearing**

February 22, 2024

5:30 p.m. to 7:00 p.m. (formal presentation/verbal comment period only)

PLANNED

**End of Comment Period**

March 8, 2024

PLANNED

**Environmental Approval**

April 2024

Share this     (mailto:?subject=Brent%20Spence%20Bridge%20Corridor%20Project&body=Brent9

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**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 3:13 PM  
**To:** [REDACTED]@gmail.com  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
**Attachments:** Public Hearing Flyer.pdf

Good afternoon,

As a property owner impacted by the project, I am reaching out to let you know that the Kentucky Transportation Cabinet (KYTC) is pleased to announce the Notice of Availability of the Brent Spence Bridge Corridor Supplemental Environmental Assessment (SEA) for public comment.

The attached *Public Hearing Flyer* provides details on how to access the SEA and where to direct your comments. As part of the public outreach efforts, the team will also be conducting Public Hearings (in person and virtual options) as detailed in the flyer. **The public comment period closes March 8, 2024.**

The completion of the Supplemental Environmental Assessment and ultimately the environmental decision document is required before KYTC can begin purchasing land (right-of-way) from properties located in environmentally sensitive areas.

Thank you for involvement with this important project. Please feel free to contact me with any questions.

Thank you,  
Stacey Hans



*Stacey Hans*

Brent Spence Bridge Corridor Project  
KYTC Project Manager  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
(859) 462-6010

---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 3:10 PM  
**To:** [REDACTED]@[REDACTED].com  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
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Please share this information with other members of the Standard Club as we have you listed as a point of contact. Thank you for involvement with this important project. Please feel free to contact me with any questions.

Thank you,  
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KYTC Project Manager  
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**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 3:12 PM  
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**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 3:11 PM  
**To:** [REDACTED]@aol.com  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
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The completion of the Supplemental Environmental Assessment and ultimately the environmental decision document is required before KYTC can begin purchasing land (right-of-way) from properties located in environmentally sensitive areas.

Thank you for involvement with this important project. Please feel free to contact me with any questions.

Thank you,  
Stacey Hans



*Stacey Hans*

Brent Spence Bridge Corridor Project  
KYTC Project Manager  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
(859) 462-6010

---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 3:07 PM  
**To:** [REDACTED]  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
**Attachments:** Public Hearing Flyer.pdf

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Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

Department of Highways, District 6 Office  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Jim Gray  
SECRETARY

1/26/2024

Patricia Becker  
806 Crescent Avenue  
Covington, KY 41011

Re: 806 Crescent Avenue  
Covington, KY 41011

Greetings:

As a property owner impacted by the Brent Spence Bridge Corridor Project, I am reaching out to let you know that the Kentucky Transportation Cabinet (KYTC) is pleased to announce the Notice of Availability of the Supplemental Environmental Assessment (SEA) for public comment.

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Respectfully,

Stacey Hans  
Brent Spence Bridge Corridor Project Manager  
Kentucky Transportation Cabinet  
c: project file



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Department of Highways, District 6 Office  
421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Jim Gray  
SECRETARY

1/26/2024

HLE Properties, LLC  
P.O. Box 15314  
Covington, KY 41015

Re: Crescent Avenue  
Covington, KY 41011

Greetings:

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421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Jim Gray  
SECRETARY

1/26/2024

Jeffrey C. and Jodie Ganote  
11 Abbey Hill  
North Bend, OH 45052

Re: 604 West 12th Street  
Covington, KY 41011

Greetings:

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421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Jim Gray  
SECRETARY

1/26/2024

Khalid Driouache, Trustee  
Ronald Robert Wofford & Assma Y. Wofford & Ferial Cheurfa Irrevocable Family Trust  
909 Main Street, Apt. 2  
Covington, KY 41011

Re: Property in Covington, KY 41011

Greetings:

As a property owner impacted by the Brent Spence Bridge Corridor Project, I am reaching out to let you know that the Kentucky Transportation Cabinet (KYTC) is pleased to announce the Notice of Availability of the Supplemental Environmental Assessment (SEA) for public comment.

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421 Buttermilk Pike  
Covington, KY 41017  
859-341-2700

Jim Gray  
SECRETARY

1/26/2024

Heather Donovan  
607 Watkins Street  
Covington, KY 41011

Re: 607 Watkins Street  
Covington, KY 41011

Greetings:

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**BRENT SPENCE  
BRIDGE CORRIDOR**



**TEAM  
KENTUCKY**  
TRANSPORTATION  
CABINET

 **Ohio**  
Department of  
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5:30 pm to 7:00 pm

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---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 11:07 AM  
**To:** norma.c.condra@usace.army.mil; Neil.Cash@usace.army.mil;  
Brandon.L.Adair@usace.army.mil; Brooks, Andrew T CIV USARMY CELRL (USA);  
David.A.Orzechowski@uscg.mil; Dean.William-Kenneth@epa.gov;  
Kajumba.Ntale@epa.gov; Pellosos, Liz; Phil\_DeGarmo@fws.gov; Karen\_Hallberg@fws.gov;  
Duane.Castaldi@fema.dhs.gov; Jacky.Bell@fema.dhs.gov; Holly.Pelt@fema.dhs.gov;  
Melanie.H.Castillo@hud.gov; hector.r.gonzalezmalonado@hud.gov;  
omri.gross@hud.gov; Kane, Mark (FTA); Taylor, Yvette (FTA); Washington-Newton,  
Jamilha; keilah\_spann@nps.gov; Morrison, Mary; Newman, April L  
**Cc:** Baughman, Pamela (FHWA); John.Ballantyne@dot.gov; Jodi Heflin; Hoffman, Larry; Hill,  
Timothy  
**Subject:** FW: Brent Spence Bridge Corridor Environmental Document  
**Attachments:** Public Hearing Flyer.pdf

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*Stacey Hans*

Brent Spence Bridge Corridor Project  
KYTC Project Manager  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
(859) 462-6010

---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 11:22 AM  
**To:** Price, Ronald T (EEC); Hardin, Mike (FW); Potts, Craig A (Heritage Council)  
**Cc:** Baughman, Pamela (FHWA); John.Ballantyne@dot.gov; Jodi Heflin; Hoffman, Larry; Hill, Timothy  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
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---

**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Friday, January 26, 2024 11:30 AM  
**To:** gdouthat@tankbus.org; Kathy Zembrodt; jumeyer@covingtonky.gov;  
dhatler@fortwright.com; rfranxman@boonecountyky.org; Stork, Spencer  
**Cc:** Baughman, Pamela (FHWA); John.Ballantyne@dot.gov; Jodi Heflin; Hoffman, Larry; Hill,  
Timothy  
**Subject:** Brent Spence Bridge Corridor Project Environmental Document  
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District 6  
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Covington, KY 41017  
(859) 462-6010

---

**From:** Hans, Stacey D (KYTC)

**Sent:** Friday, January 26, 2024 1:14 PM

**To:** mayor@fortmitchell.com

**Cc:** Baughman, Pamela (FHWA) <pamela.baughman@dot.gov>; 'John. Ballantyne' <John.Ballantyne@dot.gov>; Jodi Heflin <JHeflin@HNTB.com>

**Subject:** FW: Brent Spence Bridge Corridor Project Environmental Document

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---

**From:** Larry.Hoffman@dot.ohio.gov  
**Sent:** Friday, January 26, 2024 9:50 AM  
**To:** mranslow@achp.gov; Clingan, Peter M CIV USARMY CELRH (US);  
brett.c.latta@usace.army.mil; Junette.L.Toe@usace.army.mil; eric.washburn@uscg.mil;  
sedlacek.michael@epa.gov; Ohio@fws.gov; fema-r5-info@fema.dhs.gov;  
Anthony.F.Forte@hud.gov; Kelley.Brookins@dot.gov  
**Cc:** Smith, Larry; Hans, Stacey D (KYTC-D06); Hill, Timothy; Baughman, Pamela (FHWA); Jodi Heflin  
**Subject:** Brent Spence Bridge Corridor Environmental Document  
**Attachments:** Public Hearing Flyer.pdf

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Thank you for involvement with this important project.

**Larry Hoffman**

**Major Project Coordinator**

**Office of Environmental Services**

1980 West Broad Street

Columbus, Ohio 43223

614-466-6439

[Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov)



**Department of  
Transportation**

---

**From:** Larry.Hoffman@dot.ohio.gov  
**Sent:** Friday, January 26, 2024 10:29 AM  
**To:** Mike.Pettegrew@dnr.ohio.gov; Kyla.Maunz@dnr.ohio.gov;  
Anna.Kamnyev@epa.ohio.gov; dwelling@ohiohistory.org; kkoehlinger@ohiohistory.org.  
**Cc:** Smith, Larry; Hans, Stacey D (KYTC-D06); Hill, Timothy; Baughman, Pamela (FHWA); Jodi Heflin  
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**Office of Environmental Services**

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Columbus, Ohio 43223

614-466-6439

[Larry.Hoffman@dot.ohio.gov](mailto:Larry.Hoffman@dot.ohio.gov)



**Department of  
Transportation**

---

**From:** Larry.Hoffman@dot.ohio.gov  
**Sent:** Friday, January 26, 2024 10:05 AM  
**To:** John.Brazina@cincinnati-oh.gov; Eric.Beck@hamilton-co.org; DOKum@platinum-restoration.com; mpolicinski@oki.org  
**Cc:** Smith, Larry; Hans, Stacey D (KYTC-D06); Hill, Timothy; Baughman, Pamela (FHWA); Jodi Heflin  
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**Department of  
Transportation**

**BRENT SPENCE  
BRIDGE CORRIDOR**



**TEAM  
KENTUCKY**  
TRANSPORTATION  
CABINET

 **Ohio**  
Department of  
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Comments provided by any one of the methods listed above will receive equal weight in the project record.



RADISSON

Total Sign-In = 110  
Media = 3 (orange highlight)  
FHWA = 3 (yellow highlight)  
Total Public Attendees = 105

# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 02/20/2024 Time: 12:00 - 3:00)

Name	Representing	Address	Phone	Email
1. Jeff Grieme	Corken Steel Products		REDACTED	
2. STEVE DRIEHAUS	GOOD GOV GROUP			
3. CHERYL NIENSWANDER	Self			
4. Robert Stephens				
5. Jennifer Kelley	Self			
6. Gina Estes	ME			
7. Pige Reard	City of Cov. / RL WELCH			
8. Chris Krishner	Dayton Area Chamber Com			
9. Jimmy COBB	AIRGAS			
10. Cindy Spadaro	Leslie Ave			
11. KAREN Steenken	Leslie Ave.			
12. TB Wong	Cov Econ Just			
13. Tim Smith	Self			
14. Matthew Harman	Courtyer Catholic H.S			
15. Mattie Groshong	Self			
16. Dana S	Self.			
17. Jonathan Buescher				
18. Connie Kethou	EDUCATION AND LABOR CABINET CAREER DEVELOPMENT OFFICE			
19. Paul Lademan	Self			
20. Catherine Hayden	Self			

Please print clearly • Contact information is optional.



RADISSON

# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 TUES Time: 12-3 PM)

Name	Representing	Address	Phone	Email	R
1. <u>Jacob Key</u>	<u>Self</u>		<b>REDACTED</b>		
2. <u>DAVID COSTA</u>	<u>Self</u>				
3. <u>Debbie VonHauwey</u>	<u>Self</u>				
4. <u>DANIEL VonHauwey</u>	<u>City of Park Hills</u>				
5. <u>Ben Oldiges</u>	<u>City of Covington</u>				
6. <u>Brian Sempcott</u>	<u>Self</u>				
7. <u>Jessica Reeves</u>	<u>Self</u>				
8. <u>Mark Jahnke</u>	<u>Self</u>				
9. <u>Sherry Jahnke</u>	<u>Self</u>				
10. <u>Philip Ryan</u>	<u>SELF / KCPC</u>				
11. <u>Jeff Thelen</u>	<u>NKADD</u>				
12. <u>Patricia Newberg</u>	<u>Inquirer</u>				
13. <u>Peter Nerone</u>	<u>Self</u>				
14. <u>Derek &amp; Linda WENDELKEN</u>	<u>Self</u>				
15. <u>Pete Metz</u>	<u>Cincinnati Chamber</u>				
16. <u>Laura Tenbride</u>	<u>PDS</u>				
17. <u>Melanie Richards</u>					
18. <u>Ben Merrill</u>	<u>Self</u>				
19. <u>A. Dale Adams</u>	<u>WW Neighborhood</u>				
20. <u>Pat Frew</u>	<u>Covington Business Council</u>				

Please print clearly • Contact information is optional.



RADISSON

# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 02/20/2024 Time: 12:00 - 3:00)

Name	Representing	Address	Phone	Email
1. GERHARD (GARRY) WEIDL	MYSELF/LEWISBURG		REDACTED	
2. <del>Mark Dyer</del>	r		REDACTED	
3. Charles Casanova	self		REDACTED	
4. Rob Turner	self		REDACTED	
5. Helen Molloy	self		REDACTED	
6. Michael Molloy	self		REDACTED	
7. Nathan Granger	LINK nky		REDACTED	
8. Jay Kaiser	Corken Steer		REDACTED	
9. Elizabeth Wetzel	City of Covington		REDACTED	
10. Mina Alsada	<del>City of Cin</del> self		REDACTED	
11. Dave MARTIN	self		REDACTED	
12. RE Wise	SELF		REDACTED	
13. Johnny Bing Bony	Self		REDACTED	
14. JOE SCHWERLING	SELF		REDACTED	
15. Steven Hall			REDACTED	
16. Anne Mitchell			REDACTED	
17. CLIFF BROWN	Self		REDACTED	
18. Bryan Wilcocks	City of Cincinnati		REDACTED	
19. Jelene Almandarez	The Engineer		REDACTED	
20. ERIC BECK	Ham Co Eng		REDACTED	

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 TUES Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>Tim Long</u>	<u>FWA</u>		<b>REDACTED</b>	
2. <u>Pamela Baughman</u>	<u>FWA</u>			
3. <u>Paul Lindeman</u>	<u>Me Cindy Clouse</u>			
4. <u>Cathy Rolfsen</u>	<u>Me!</u>			
5. <u>Connie Bitters + Bell</u>	<u>Self</u>			
6. <u>M.D. Rolfsen</u>	<u>Self</u>			
7. <u>Evan Torner</u>	<u>Myself</u>			
8. <u>Bill Moller</u>	<u>self</u>			
9. <u>Joe Meyer</u>	<u>Corington</u>			
10. <u>Peter Zenthen</u>	<u>Self</u>			
11. <u>Nicholas M. Schwaner</u>	<u>Self</u>			
12. <u>Kathy Gray</u>	<u>Self</u>			
13. <u>Curtis Marney</u>	<u>Self</u>			
14. <u>John L. Robbins</u>	<u>NEW SIERRA CLUB</u>			
15. <u>Jay Ostad</u>	<u>Self</u>			
16. <u>Mild Kolvin</u>	<u>Self</u>			
17. <u>JOAN VON HANDORF</u>	<u>SELF</u>			
18. <u>TERRY BURG</u>	<u>SELF</u>			
19. <u>Debbie Rizzo</u>	<u>Self</u>			
20. <u>Tony James</u>	<u>UOE Local 18</u>			

Please print clearly • Contact information is optional.



RADISSON

# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>AJA Sharon Smith</u>	<u>SELF</u>		<b>REDACTED</b>	
2. <u>Willie Foy</u>	<u>HARRIS DISTRIBUTING</u>			
3. <del>XXXXXXXXXX</del>	<u>ODOT DR</u>			
4. <u>Shawn Kelly</u>				
5. <del>XXXXXXXXXX</del>				
6. <u>STAN STRINGER</u>				
7. <u>Andy Kitchens II</u>	<u>OPCMA # 132</u>			
8. <u>BOBBY SCARLETO</u>	<u>KWIK BAND POLYMERS</u>			
9. <u>MARK ROGGE</u>				
10. <u>Bob Sanders</u>	<u>Sanders Law Firm</u>			
11. <u>STEVE WARD</u>	<u>AUSTINBURG N.H</u>			
12. <u>Norm Johnson</u>	<u>FHWA</u>			
13. <u>RICHARD COPP</u>	<u>SELF</u>			
14. <u>BRANDON SETTER</u>				
15. <u>Bill Osterhage</u>				
16. <u>Nicole Clements</u>	<u>Banklick Watershed Council</u>			
17. <u>Adam Gordon</u>	<u>AAIA NKY</u>			
18. <u>BRUCE EMERSON</u>				
19. <u>Mike Emark</u>				
20. <u>Bernita M. Hightower</u>	<u>Next Gen Fuel</u>			

Please print clearly • Contact information is optional.



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112

# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: \_\_\_\_\_ Time: \_\_\_\_\_)

Name	Representing	Address	Phone	Email
1. <i>Tony Torlu</i>			<b>REDACTED</b>	
2. <i>Pat LaFleur</i>				
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Please print clearly • Contact information is optional.



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# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>STEVE HAYDEN</u>	<u>SELF</u>	[REDACTED]	<b>REDACTED</b>	
2. <u>Brown</u>	<u>"</u>			
3. <u>Will Korte</u>	<u>self</u>			
4. <u>Niklas Crenshaw</u>	<u>Local 265</u>			
5. <u>John Boh</u>	<u>myself</u>			
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# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>MARK KOENIG</u>	<u>RESIDENT</u>		<b>REDACTED</b>	
2. <u>Jody Chrowl</u>	<u>Resident</u>			
3. <u>Bill Wells</u>	<u>RESIDENT</u>			
4. <u>Wendy Kerschhoff</u>	<u>Resident</u>			
5. <u>Jim Goekke</u>				
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Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 4:30-8pm)

Name	Representing	Address	Phone	Email
1. <u>Jamie Wood</u>	<u>KVTC</u>		<b>REDACTED</b>	
2. <u>Sam Cdele</u>	<u>property owner</u>			
3. <u>MIKE BURCH</u>	<u>Anna Maut Homes, LLC</u>			
4. <u>Andy Brunsman</u>	<u>Be Concerned, Inc.</u>			
5. <u>Helen McGilliswald</u>				
6. <u>MANASSEH ROBINSON</u>	<u>-</u>			
7. <u>Bryan Williams</u>	<u>City of Cincinnati</u>			
8. <u>Sue Mangan</u>				
9. <u>SHARAH HUBBES</u>				
10. <u>Grey Paeu</u>	<u>Citizens</u>			
11. <u>MATT SHAN</u>	<u>Citizen</u>			
12. <u>Logan Baer</u>	<u>Citizen - Community Group</u>			
13. <u>Nate Weyand-Ceise</u>	<u>Citizen</u>			
14. <u>John Rickert</u>	<u>Loc 3 Assoc</u>			
15. <u>Julie Garcia</u>	<u>Citizen</u>			
16. <u>Susan Mospens</u>	<u>Citizen</u>			
17. <u>SARAH FROELICH</u>	<u>CITY OF PARK HILLS</u>			
18. <u>ROB HANS</u>	<u>Citizen</u>			
19. <u>Grace Hawk</u>	<u>self</u>			
20. <u>Joe Hrtke</u>	<u>self</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 4:30-8pm)

Name	Representing	Address	Phone	Email
1. Brian Kalyan	BEA Hospitality Inc		REDACTED	
2. Dan Ashcraft	self			
3. Keith Johnston	self			
4. DEBORAH CHAPMAN	SELF			
5. Ginger Dawson	Self			
6. DAN DARTY	Self			
7. Jim Keller	self			
8. Tyler Compton	PLI (Precision Laser & Inst			
9. Ben Gerber	University of Cincinnati			
10. Elizabeth Gilbert	Self			
11. Dan McDonald	self			
12. Heather Duncan	self			
13. Nolan Nicaise	self			
14. JAY PATEL	MAHATMA LLC SUPER8			
15. Tom Nussle	self			
16. MATTHEW BREWER	self			
17. Jessica Spences	self			
18. Beth Boland	Bridget Forward			
19. Brian Boland	Bridget Forward			
20. Sean Buckley	Self			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 4:30-8pm)

Name	Representing	Address	Phone	Email
1. <u>Michael Bannister</u>	<u>Self</u>	<b>REDACTED</b>	<b>REDACTED</b>	<b>REDACTED</b>
2. <u>Scott L. Jackson</u>	<u>Self</u>			
3. <u>Matthew Fiers</u>	<u>AT&amp;T</u>			
4. <u>Roger and Martha Kuchle</u>	<u>Self</u>			
5. <u>J. C. JENKINS</u>	<u>SELF</u>			
6. <u>Nick Baker</u>	<u>Holiday Inn Lexington</u>			
7. <u>Griffin Wagner</u>	<u>Self</u>			
8. <u>Marana Harris</u>	<u>self</u>			
9. <u>Elizabeth R Curtis</u>	<u>Self</u>			
10. <u>John Mangon</u>	<u>Self</u>			
11. <u>Matt Butler</u>	<u>DEVOC GOODS FOUNDATION</u>			
12. <u>Beth Avenbeck</u>	<u>self</u>			
13. <u>Brian Lawson</u>	<u>self</u>			
14. <u>Dan Burr</u>	<u>self</u>			
15. <u>Hailey Seifert</u>	<u>Self</u>			
16. <u>Abby Adams</u>	<u>Self</u>			
17. <u>Dede Ralston</u>	<u>Self</u>			
18. <u>Andrea Ankrum</u>	<u>NKY Sierra Club</u>			
19. <u>Kathryn Thomas</u>	<u>self</u>			
20. <u>Sofia Henry</u>	<u>University of Cincinnati</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Tues Time: 4:30-8PM)

Name	Representing	Address	Phone	Email
1. Bob Hyland	Self	<p style="text-align: center; color: blue; font-weight: bold; margin: 0;">REDACTED</p>	<p style="text-align: center; color: blue; font-weight: bold; margin: 0;">REDACTED</p>	<p style="text-align: center; color: blue; font-weight: bold; margin: 0;">REDACTED</p>
2. Bob Yeager	KYTC			
3. Maico Romeo	Resident			
4. Ed & Elizabeth Wells	Self			
5. Sanjay Patel	Self			
6. John R Schmidt	All			
7. LYNN DZIAD	SELF			
8. Jack VonHardenf	SELF			
9. TERRY CHAPMAN	SELF			
10. Amy Townsend-Small	Self			
11. Andy Nawak	Self			
12. Mimi Kasor	Kasor			
13. John Riefel	Self			
14. George Golje	Self			
15. Julie Landrum	self			
16. Jenny Trenkamp	self			
17. Caleb Trenkamp	Self			
18. Colin Trenkamp	Self			
19. Olivia Trenkamp	Self			
20. Michael Beeby	self			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2-20-24 Time: 4:30)

Name	Representing	Address	Phone	Email
1. <u>Sophie Schiff</u>	<u>self</u>	[REDACTED]	<b>REDACTED</b>	
2. <u>Amy Higgins</u>	<u>self</u>			
3. <u>Mark</u>				
4. <u>Jody Robinson</u>	<u>Self</u>			
5. <u>Mark Householder</u>	<u>Self</u>			
6. <u>Darrell Baxter</u>	<u>Self</u>			
7. <u>Brent Wright</u>	<u>self</u>			
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Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 12-3PM)

Name	Representing	Address	Phone	Email
1. <u>Ray Holdren</u>	<u>Ranford Industries Group</u>		<b>REDACTED</b>	
2. <u>Tara Sumate</u>	<u>ODOT - D8</u>			
3. <u>Yerrametty Johnavi</u>	<u>ODOT - D8</u>			
4. <u>Ben Peters</u>	<u>ODOT - D8</u>			
5. <u>Tim Long</u>	<u>FHWA</u>			
6. <u>Aparna Jaiswal</u>	<u>FHWA</u>			
7. <u>Pamela Baughman</u>	<u>FHWA</u>			
8. <u>Alex Dudwore</u>	<u>BANDORA INFRASTRUCTURE</u>			
9. <u>Chris LaMartia</u>	<u>Carpenters Union L12</u>			
10. <u>Christopher Howard</u>	<u>ODOT - D8</u>			
11. <u>John Harmon</u>	<u>Market Direct, Inc</u>			
12. <u>William Messer</u>	<u>SELF</u>			
13. <u>Matt Gramstad</u>	<u>HNTB</u>			
14. <u>Mary Secker</u>	<u>Awa Business Corp</u>			
15. <u>Nikhil Crunshaw</u>	<u>Laborers Local 265</u>			
16. <u>Bryan Williams</u>	<u>City of Cincinnati</u>			
17. <u>BEW NWANKWO</u>	<u>AWA BUSINESS CORP.</u>			
18. <u>GERHARD (GARRY) WEIDL</u>	<u>MYSELF / LEWISBURG</u>			
19. <u>Jenniles Elston</u>	<u>ODOT</u>			
20. <u>TIM O'CONNOR</u>	<u>CINCINNATI REDS</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. GREG SCHILL	SELF		REDACTED	
2. COREY D HARRIS	SELF			
3. ANGE M	CMCC			
4. CHARLES ROWE	ODOT			
5. Jim Rumford	Belzona			
6. J. Arlet Love	Ohio EPA			
7. BARRY BRUNS	SELF			
8. Marcetta Goldsmith	self			
9. Ashley Githis	SELF			
10. Nick Swartzell	SELF			
11. Steph Ottom	ODOT			
12. Jane Wallace	SELF			
13. Edward Ratterman	West End Nbhd.			
14. Liz Lyons	ODOT			
15. Meera Raker	SELF			
16. Bree Hetzel	ODOT			
17. Swelley Shupe	Neighborhood EPA			
18. Brant Owens	Self			
19. ROBERT KASAR	SELF			
20. Ron Hischak	SELF			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>CILEEN Schuster</u>	<u>Self</u>		<b>REDACTED</b>	
2. <u>Spencer Johnson</u>				
3. <u>Patricia Ross</u>	<u>self</u>			
4. <u>HICK DIETRICH</u>	<u>SELF</u>			
5. <u>Garrett Toot</u>	<u>ODOT/self</u>			
6. <u>Robert Salzano</u>	<u>Belzona</u>			
7. <u>Algis Antstulitis</u>	<u>self</u>			
8. <u>John (tree) Schmidt</u>	<u>self</u>			
9. <u>Tam. Boehm</u>	<u>ODOT</u>			
10. <u>WILLIAM BARTELLS</u>	<u>SELF</u>			
11. <u>Don &amp; Sharon Payton</u>	<u>Self</u>			
12. <u>Tom Mazza</u>	<u>ODOT</u>			
13. <u>Richard (Eleanor) Goering</u>	<u>self</u>			
14. <u>Rick Drout</u>	<u>Self</u>			
15. <u>ROBERT ALBERS</u>	<u>SELF</u>			
16. <u>Catherine Ingram</u>				
17. <u>Stacy Koenig</u>	<u>Teal40</u>			
18. <u>Jill McElwee</u>	<u>Kaiser</u>			
19. <u>Dana Martin</u>	<u>BLRECORD</u>			
20. <u>David Tietz</u>	<u>Self</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 wed Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>DAVID Emerick</u>	<u>SELF</u>		<b>REDACTED</b>	
2. <u>Sedrick Denson</u>	<u>Self</u>			
3. <u>Kim Speed</u>	<u>Krizer</u>			
4. <u>Cheryl &amp; Roy Newman</u>	<u>Self</u>			
5. <u>Duane Hering</u>	<u>Bengals</u>			
6. <u>Mary Michael Jett</u>	<u>Self</u>			
7. <u>Terry Serchuk</u>	<u>Self</u>			
8. <u>Chris Griffin</u>	<u>West End CC</u>			
9. <u>Tyler Harris</u>	<u>Hilltop</u>			
10. <u>Katie Lapate</u>	<u>ODOT</u>			
11. <u>Tom YANKA</u>	<u>ODOT</u>			
12. <u>Danette Shuler</u>	<u>WSP</u>			
13. <u>CHAS WIEBERHOLD</u>	<u>SELF</u>			
14. <u>Gregory Parker</u>	<u>African American Chamber</u>			
15. <u>Melissa Collins</u>	<u>Self</u>			
16. _____	_____	_____	_____	_____
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Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 12-3pm)

Name	Representing	Address	Phone	Email
1. <u>MIKE MURRAY</u>	<u>SELF</u>		<b>REDACTED</b>	
2. <u>Tony James</u>	<u>WOG Local 18</u>			
3. <u>Cody Steele</u>	<u>Hilltop</u>			
4. <u>Bob Koehler</u>	<u>OKI</u>			
5. <u>Teresa Jannoy</u>	<u>ODOT</u>			
6. <u>Mat Comb</u>	<u>ODOT</u>			
7. <u>HEIDI LOFTON</u>	<u>SELF</u>			
8. <u>Olivier COUTURIER</u>	<u>self</u>			
9. <u>Matt Jacob</u>	<u>self</u>			
10. <u>Stephan Louis</u>	<u>self</u>			
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Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 12-3pm)

Name	Representing	Address	Phone	Email	REDACTED
1. <u>ANDREW WALTON</u>	<u>SELF</u>		<b>REDACTED</b>		
2. <u>John Deatrick</u>	<u>Self</u>				
3. <u>Richard Wendel</u>	<u>Self</u>				
4. <u>JOE SCHWEPERLING</u>	<u>Self</u>				
5. <u>PJ Schomacker</u>	<u>self</u>				
6. <u>Nicole Fariello</u>	<u>self / zeal40</u>				
7. <u>Anthony Cawington</u>	<u>ODOT</u>				
8. <u>Claire Shafer</u>	<u>self</u>				
9. <u>Melissa Wegman</u>	<u>Queensgate</u>				
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# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 4:30-8PM)

Name	Representing	Address	Phone	Email
1. <u>Jeff Hay</u>	<u>self</u>		<b>REDACTED</b>	
2. <u>Adam Johnson</u>	<u>Fruitt</u>			
3. <u>Grant Winterborn</u>	<u>ODOT</u>			
4. <u>Adam Treiber</u>	<u>ODOT</u>			
5. <u>Cory Carfara</u>	<u>ODOT</u>			
6. <u>Benedict Leonard</u>	<u>Self</u>			
7. <u>Amy Kutzma</u>	<u>self</u>			
8. <u>Jenny Carroll</u>				
9. <u>Derek Maorz</u>	<u>STOPP BRIDGE</u>			
10. <u>STEVE KENAT</u>	<u>SHF/SELF</u>			
11. <u>Jody Robinson</u>	<u>Self</u>			
12. <u>Jason HAUS</u>	<u>ODOT</u>			
13. <u>Barbara Didrichsen</u>	<u>Self</u>			
14. <u>J. Brent Alon</u>	<u>ULI EPA</u>			
15. <u>Laralee Thack</u>	<u>Self</u>			
16. <u>Brien Attebury</u>	<u>IW 44</u>			
17. <u>David Sullivan</u>	<u>Self</u>			
18. <u>Merry Dorey</u>	<u>Self</u>			
19. <u>Bud Leckman</u>	<u>Self</u>			
20. <u>KRISTA KELLER</u>	<u>Self</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 4:30-8pm)

Name	Representing	Address	Phone	Email
1. <u>Carl Beckman</u>	<u>Self</u>		<b>REDACTED</b>	
2. <u>Tim Long</u>	<u>FHWA</u>			
3. <u>Pamela Baughman</u>	<u>FHWA</u>			
4. <u>Nicholas Hess</u>	<u>ODOT</u>			
5. <u>Sam Beyer</u>	<u>ODOT</u>			
6. <u>MARLENE PURDIE</u>	<u>PURDIE Cleaning, LLC</u>			
7. <u>CAMERON ALBRIDGE</u>	<u><del>SE</del> CIVIC CNCL</u>			
8. <u>Scott Sutherland</u>	<u>Self</u>			
9. <u>Jeff Johnson</u>	<u>Self</u>			
10. <u>Paul Maricocchi</u>	<u>ODOT</u>			
11. <u>David Meyer</u>	<u>Self</u>			
12. <u>Douglas Walker</u>	<u>Self</u>			
13. <u>RICHARD JONES</u>	<u>BARBARA</u>			
14. <u>Diane Heeting</u>				
15. <u>Chris Curran</u>	<u>self</u>			
16. <u>Taylor Webster</u>	<u>ODOT</u>			
17. <u>Scott Gumble</u>	<u>Self</u>			
18. <u>DIAN LURK</u>	<u>BRIDGE FARMER</u>			
19. <u>Nicholas Rieder</u>	<u>Self</u>			
20. <u>Daniel Guthrie</u>	<u>Self</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Wed Time: 4:30-8 PM)

Name	Representing	Address	Phone	Email
1. <u>Scottie Saylor</u>	<u>ODOT</u>		<b>REDACTED</b>	
2. <u>Chris Tumallo</u>	<u>ODOT</u>			
3. <u>Eric Young</u>	<u>ODOT</u>			
4. <u>Byron Williams</u>	<u>City of Cincinnati</u>			
5. <u>Steve Lane</u>	<u>-</u>			
6. <u>Donald Combs</u>	<u>ODOT</u>			
7. <u>Cody Havlin</u>				
8. <u>John Wettengel</u>				
9. <u>Stephen Payne</u>				
10. <u>Morgan Reganel</u>	<u>Neighborhood</u>			
11. <u>Ed Reganel</u>	<u>Neighborhood</u>			
12. <u>Rafael Garcia</u>	<u>Neighborhood</u>			
13. <u>Bill Shefcik</u>	<u>CITY OF CINCINNATI</u>			
14. <u>Brendan Wood</u>				
15. <u>Kevin Shaw</u>				
16. <u>Aria Wachulis</u>	<u>Bridge Forward</u>			
17. <u>DUANE PHELPS</u>				
18. <u>JOHN BENSON</u>				
19. <u>David Bushong</u>				
20. <u>Jessica Spencer</u>	<u>Self</u>			

Please print clearly • Contact information is optional.



# BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 02/21/2024 Time: 4:30 - 8:00)

Name	Representing	Address	Phone	Email
1. <u>Wes Wettengel</u>	<u>Self</u>		<b>REDACTED</b>	
2. <u>RYAN MINNICH</u>	<u>SELF</u>			
3. <u>Beth Boland</u>	<u>Self</u>			
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MEDIA

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### BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2-20-24 Time: 1200)

Name	Representing	Address	Phone	Email
1. <u>Sam Khif</u>	<u>Spectrum News 1</u>		<b>REDACTED</b>	
2. <u>Andrew Bowen</u>	<u>WCPO 9</u>			
3. <u>Maddy Schmidt</u>	<u>WCPO 9</u>			
4. <u>Jolene Almendarez</u>	<u>The Enquirer</u>			
5. <u>CHRISTINN MAUSE</u>	<u>WKRC-TV</u>			
6. <del>XXXXXXXXXXXXXXXXXXXX</del>				
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10. <u>Signed in on general public sheets:</u>				
10. <u>Patricia Newberry</u>	<u>Enquirer</u>			
11. <u>Nathan Granger</u>	<u>LinkNYK</u>			
11. <u>Jolene Almendarez</u>	<u>The Enquirer</u>			
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# MEDIA SIGN-IN

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## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Time: 4:30)

Name	Representing	Address	Phone	Email
1. <u>Gracie Tabor</u>	<u>WLWT</u>	[REDACTED]	<b>REDACTED</b>	
2. <u>Amy Johnson</u>	<u>FWA</u>			
3. <u>Pamela Baughman</u>				
4. <u>Austin Briski</u>	<u>WXIX</u>			
5. <u>Simone Jamelon</u>	<u>fox 19 Now/WXIX-TV</u>			
6. <u>ROWAN HETZER</u>	<u>UCNN</u>			
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# MEDIA

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2-21-24 Time: 12:00)

Name	Representing	Address	Phone	Email
1. <u>Cammie Nelson</u>	<u>Spectrum News 1</u>		<b>REDACTED</b>	
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MEDIA



### BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Time: 4:30)

Name	Representing	Address	Phone	Email
1. <u>Chris Waldman</u>	<u>Wxix</u>		<b>REDACTED</b>	
2. <u>Tanner Wooddell</u>	<u>Vision Zero</u>			
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**BRENT SPENCE BRIDGE CORRIDOR PROJECT**

Public Hearing (Date: 2-20-24 Time: 12:00)

Name	Representing	Address	Phone	Email
1. Erica Schneider	ODOT	<p><b>REDACTED</b></p>		
2. Tim Hill	ODOT			
3. Edie Parker	ODOT			
4. Alecia M. Evar	HNTB			
5. Gary Valentino	KYTC			
6. Stefan Spinoso	ODOT			
7. Stacey Hans	KYTC			
8. ERICA JOHNSON	HNTB			
9. KEN SPERRY	HMB			
10. David Rose	ODOT			
11. Keith Smith	ODOT			
12. Tammy Campbell	ODOT			
13. Mark Ali	Strand			
14. Kathleen Fuller	ODOT			
15. John Ballantyne	FHWA - Ky			
16. Ina Newstreet	fhwa-ky			
17. Mour Anop	FHWA-KY			
18. NIKKI BODEN	KYTC			
19. Ron Terry	KYTC			
20. Charles Hale	KYTC			

Please print clearly • Contact information is optional.



# PROJECT SIGN IN

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## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2-20-24 Time: 1200)

Name	Representing	Address	Phone	Email
1. <u>Dean Loy</u>	<u>KYTC</u>		<b>REDACTED</b>	
2. <u>Joe Smithson</u>	<u>ODOT</u>			
3. <u>PETER CLINGAN</u>	<u>USACE</u>			
4. <u>BRETT LATA</u>	<u>USACE-LRH</u>			
5. <u>Matt Gramstad</u>	<u>HNTB</u>			
6. <u>Domingo M. Martinez</u>	<u>ODOT</u>			
7. <u>Scott LeBlanc</u>	<u>ODOT</u>			
8. <u>Math Brunning</u>	<u>ODOT</u>			
9. <u>Gwyneth Hagerty</u>	<u>American Structurepoint</u>			
10. <u>Meghan Hinkle</u>	<u>American Structurepoint</u>			
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# Project Team Sign-In

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## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/20/24 Time: 4:30)

Name	Representing	Address	Phone	Email
1. <u>ERICA Johnson</u>	<u>HNTB</u>	US247 <b>REDACTED</b>		
2. <u>Stacey Hans</u>	<u>KYC</u>			
3. <u>Pamela Baughman</u>	<u>FHWA</u>			
4. <u>Alecia M. Evar</u>	<u>HNTB</u>			
5. <u>Thara Overstreet</u>	<u>Fhwa ky</u>			
6. <u>Mour Diop</u>	<u>FHWA KY</u>			
7. <u>Amy Clegg</u>	<u>Rasor</u>			
8. <u>Erica Schneider</u>	<u>ODOT</u>			
9. <u>Tim Hill</u>	<u>ODOT</u>			
10. <u>Edie Parker</u>	<u>"</u>			
11. <u>Dominic M. Martino</u>	<u>ODOT</u>			
12. <u>Matt Browning</u>	<u>ODOT</u>			
13. <u>Lynn Corbett</u>	<u>Rasor</u>			
14. <u>JoAnn Schettle</u>	<u>Rasor</u>			
15. <u>Meghan Hinkle</u>	<u>American Structurepoint</u>			
16. <u>Bryneth Hagerty</u>	<u>American Structurepoint</u>			
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Please print clearly • Contact information is optional.





# PROJECT TEAM

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2-21-24 Time: 12:00)

Name	Representing	Address	Phone	Email
1. <u>Sarah Cee</u>	<u>HNTB</u>		<b>REDACTED</b>	
2. <u>Ursula Mills</u>	<u>DOT</u>			
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# PROJECT TEAM

14

## BRENT SPENCE BRIDGE CORRIDOR PROJECT

Public Hearing (Date: 2/21/24 Time: 4:30)

Name	Representing	Address	Phone	Email
1. <u>Matt Bruning</u>	<u>ODOT</u>		<b>REDACTED</b>	
2. <u>Keith Smith</u>	<u>"</u>			
3. <u>Joe Smithson</u>	<u>ODOT</u>			
4. <u>John Otis</u>	<u>ODOT</u>			
5. <u>Gary Valentino</u>	<u>KYTC</u>			
6. <u>Stefan Spinoso</u>	<u>ODOT</u>			
7. <u>David Rose</u>	<u>ODOT</u>			
8. <u>Glyneth Hagerty</u>	<u>American Structurepoint</u>			
9. <u>Erica Schneider</u>	<u>ODOT</u>			
10. <u>Tom Hill</u>	<u>"</u>			
11. <u>Edie Parker</u>	<u>"</u>			
12. <u>Stacey Hans</u>	<u>KYTC</u>			
13. <u>Dave Swannick</u>	<u>AECOM</u>			
14. <u>Mina Kaser</u>	<u>KASOR</u>			
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Please print clearly • Contact information is optional.



This public hearing is being held to allow property owners, residents, local officials, and other interested persons to review and comment on the preferred alternative and Supplemental Environmental Assessment (EA) for the Brent Spence Bridge Corridor Project. We encourage you to look at the information, speak with the project team, and give your comments about the project.

The hearing will include both a formal presentation and comment period and an informal open-house period. If you would like to make a public comment after the presentation, please make sure to sign up in advance at the welcome table.

### Project Description

The Brent Spence Bridge (BSB) Corridor Project is being jointly developed by the Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT). It will improve 7.8 total miles of I-71 and I-75 from south of Dixie Highway (US-25) in Kentucky to north of the Western Hills Viaduct in Ohio.

### Purpose and Need

The project purpose and need includes:

- Improving traffic flow and level of service;
- Improving safety;
- Correcting geometric deficiencies (such as narrow shoulders); and
- Maintaining connections to key regional and national transportation corridors.

### Project Cost

The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, including but not limited to planning, design, property acquisition, construction, construction management services, and agency labor.

### Construction Phases and Timeline

The project will be delivered in three phases:

- Phase I - Findlay St. to Marshall Avenue (OH) Construction from 2029 to 2032
- Phase II - Linn Street to Findlay Street (OH) Construction from 2026 to 2031
- Phase III - Dixie Highway (KY) to Linn Street (OH) Construction from 2024 to 2030

### Refined Alternative I (Concept I-W)

KYTC and ODOT began planning the BSB Corridor Project in 2004. In 2012, KYTC and ODOT prepared an Environmental Assessment (EA) that evaluated the potential environmental impacts of two feasible alternatives, and the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the selected alternative.

Since 2012, KYTC and ODOT have identified a set of refinements to improve the project's design, simplify its construction, and reduce costs. The updated design of Selected Alternative I (from the 2012 EA/ FONSI) has been named Refined Alternative I (Concept I-W), An overview of Refined Alternative I (Concept I-W) is included in this handout.

## Refinements Since the 2012 EA/FONSI

Refined Alternative I (Concept I-W) accomplishes the following:

- Reduces the project footprint;
- Improves how the project will operate; and
- Creates no substantial new or increased impacts.

The below boxes summarize how Refined Alternative I (Concept I-W) compares to Selected Alternative I (from the 2012 EA/FONSI). The box on the left describes refinements that have been incorporated into the project's design since 2012. The box on the right describes what has not changed since 2012.

### Refinements Since 2012

- Refined how traffic will travel across the Ohio River to reduce the width of the new companion bridge from 172 feet to 107 feet.
- Reconfigured the ramps in downtown Cincinnati to open up approximately 10 acres of land for potential redevelopment and/or civic space.
- Tied into the City of Cincinnati's new location for the Western Hills Viaduct.
- Reconfigured the Ezzard Charles Drive bridge over I-75 to provide one, two-way bridge with an additional 50 feet of space on each side to improve safety and support potential future civic space or retail development by the City of Cincinnati.
- Moved the entrance ramp to northbound I-75 from Freeman Avenue to Ezzard Charles Drive (about 1,000 feet north) to improve access from Ohio's West End neighborhood, reduce costs, and simplify construction.
- Optimized the number of lanes on Simon Kenton Way and Bullock Street in the City of Covington to reduce impacts while maintaining smooth traffic flow.
- Extended Simon Kenton Way to 5th Street in the City of Covington to improve north-south access and connectivity.
- Incorporated more flexibility in the design of the new companion bridge to allow the progressive design-build team to pursue innovative and cost-effective designs.
- Refined and optimized roadway layouts and retaining wall design to reduce project impacts.
- Updated the project design to meet the most current KYTC and ODOT design criteria.

### Features That Have Not Changed Since 2012

- The layout of the mainline interstate from Dixie Highway (US-25) in Kentucky to Marshall Avenue in Ohio;
- The number of interstate and local (collector-distributor) lanes;
- The concept of providing local lanes (collector-distributor roadway system) between West 12th Street/MLK Jr. Boulevard in Kentucky and Ezzard Charles Drive in Ohio; or
- The collector-distributor roadway system between Dixie Highway (US-25) and Kyles Lane (KY-1072) (Kentucky).

## Future Design Refinements

Refined Alternative I (Concept I-W) represents the base design for the BSB Corridor Project. KYTC and ODOT will further evaluate innovation concepts developed by the design-build team for Phase III.

***Innovations that improve project quality, reduce costs, shorten schedule, support the project goals and objectives, and have support at the local level may be incorporated into the project.***

KYTC and ODOT will gather feedback about potential innovations from local agencies that may be affected by any changes. Each local agency will be responsible for gathering public feedback on innovations as part of their review and comment process. If KYTC, ODOT, and FHWA determine that an innovation will be incorporated into the project, the public will be informed of the decision. Information provided to the public will include a description of the innovation, an explanation of the expected benefits, and the reasons for the decision.

## New Companion Bridge

A new companion bridge will be built west of the existing BSB to carry interstate traffic across the Ohio River. The existing BSB will remain and will carry local traffic as part of a proposed collector-distributor roadway system. The new companion bridge will be either an arch or a cable-stayed structure, which will be determined based on a technical analysis by the design-build team. KYTC and ODOT will coordinate with a project Aesthetics Committee to make sure the new bridge will be an iconic addition to the region.

## Project Funding

Kentucky and Ohio will pay for the work in their individual states and will equally share the cost of the new companion bridge. In December 2022, KYTC and ODOT received federal funding grants totaling \$1.635 billion. Funding for the Kentucky work was included in a budget bill that was signed in 2022. Funding for the Ohio work was included in the Ohio Transportation budget bill passed in 2023.

## Property Impacts

The land needed to build the project is called right-of-way. KYTC and ODOT will acquire about 51.2 acres of right-of-way to build Refined Alternative I (Concept I-W). Property impacts require 4 residential, 1 partial commercial, and 24 full commercial relocations (including 14 tenants in one structure).

KYTC began acquiring right-of-way in Kentucky under the 2012 FONSI in early 2022 and has already contacted the majority of impacted property owners. ODOT began acquiring land in Ohio in 2014 and has acquired 70 of the 79 Ohio parcels under the 2012 FONSI and has contacted all impacted property owners. KYTC and ODOT are continuing to acquire the remaining parcels under the 2012 FONSI.

The acquisition of property for right-of-way has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Representatives from KYTC and ODOT are available at today's hearing to answer questions about right-of-way.

## Goebel Park Complex

Refined Alternative I (Concept I-W) will acquire 2.84 acres of permanent right-of-way and 0.07 acre of temporary right-of-way from the Goebel Park Complex, which includes Goebel Park, Kenney Shields Park, and the SFC Jason Bishop Memorial Dog Park. Other impacts to the complex include the loss of 360 feet of walking trail, 2 basketball courts



**These renderings show what the new companion bridge might look like. Top photo: Arch bridge type. Bottom photo: Cable-stayed bridge type.**

and associated resources, and proximity impacts to the outdoor pool.

KYTC has coordinated with the City of Covington and has identified measures to offset (mitigate) impacts to the Goebel Park Complex. A list of these measures is located on Page 4.

FHWA intends to make a determination of *de minimis* impacts to the Goebel Park Complex. *De minimis* impacts are generally minor in nature and - after taking into account avoidance, minimization, mitigation, and enhancement measures - will not result in an adverse effect to the park. The public can provide comments about impacts to the Goebel Park Complex during the comment period for the supplemental EA. FHWA will make the final *de minimis* impact determination based on the outcome of the public comment process and written concurrence from the City of Covington.

## Environmental Impacts

Refined Alternative I (Concept I-W) has been designed to avoid and minimize environmental impacts as much as possible and is expected to have the following impacts to the human and natural environment. (*continued on Page 4*)

## Environmental Impacts (from Page 3)

- Minor strip right-of-way acquisition from 2 schools, 1 church, and 1 hospital;
- Minor impacts to vehicular access;
- Residential and commercial relocations (see Page 3 for additional details);
- 2.38 acres impacts to low-quality wetlands;
- 1,018 feet impacts to poor quality streams;
- 350 feet permanent and 283 feet temporary impacts to the Ohio River;
- Removal of 90 acres of habitat for three threatened or endangered bat species;
- Noise impacts east/west of I-71/I-75 from Dixie Highway to the existing BSB in Kentucky;
- Noise impacts east of I-75 from I-71 to Marshall Avenue in Ohio with isolated noise impacts west of I-75;
- Minor visual impacts;
- Temporary traffic, air quality, noise, erosion, and utility impacts during construction;
- Impacts to the Goebel Park Complex (see Page 3 and above for additional details);
- Temporary impacts to the Firefighters Memorial and Ezzard Charles Park;
- 0.72 acre impacts to Queensgate Playground and Ballfield, including tree removal;
- Minor right-of-way from the Hillsdale Subdivision and Elberta Apartments Historic Districts;
- Right-of-way acquisition and removal of 2 contributing elements from the Lewisburg Historic District;
- Removal of 204 feet of historic Longworth Hall;
- No disproportionately high and adverse effects on minority and low-income populations;
- No substantial impacts on older adults, individuals with limited English proficiency, adults with disabilities, zero-car households, disadvantaged communities, or children; and
- Minimal impacts to air quality or green house gases and climate change.

## Mitigation and Enhancement Measures

KYTC and ODOT have committed to implementing measures (called mitigation measures) to offset unavoidable impacts and have added several enhancements to further benefit local communities:

- Aesthetic improvements;
- New and improved pedestrian and bicycle connections;

## Proposed Measures to Offset Impacts to the Goebel Park Complex

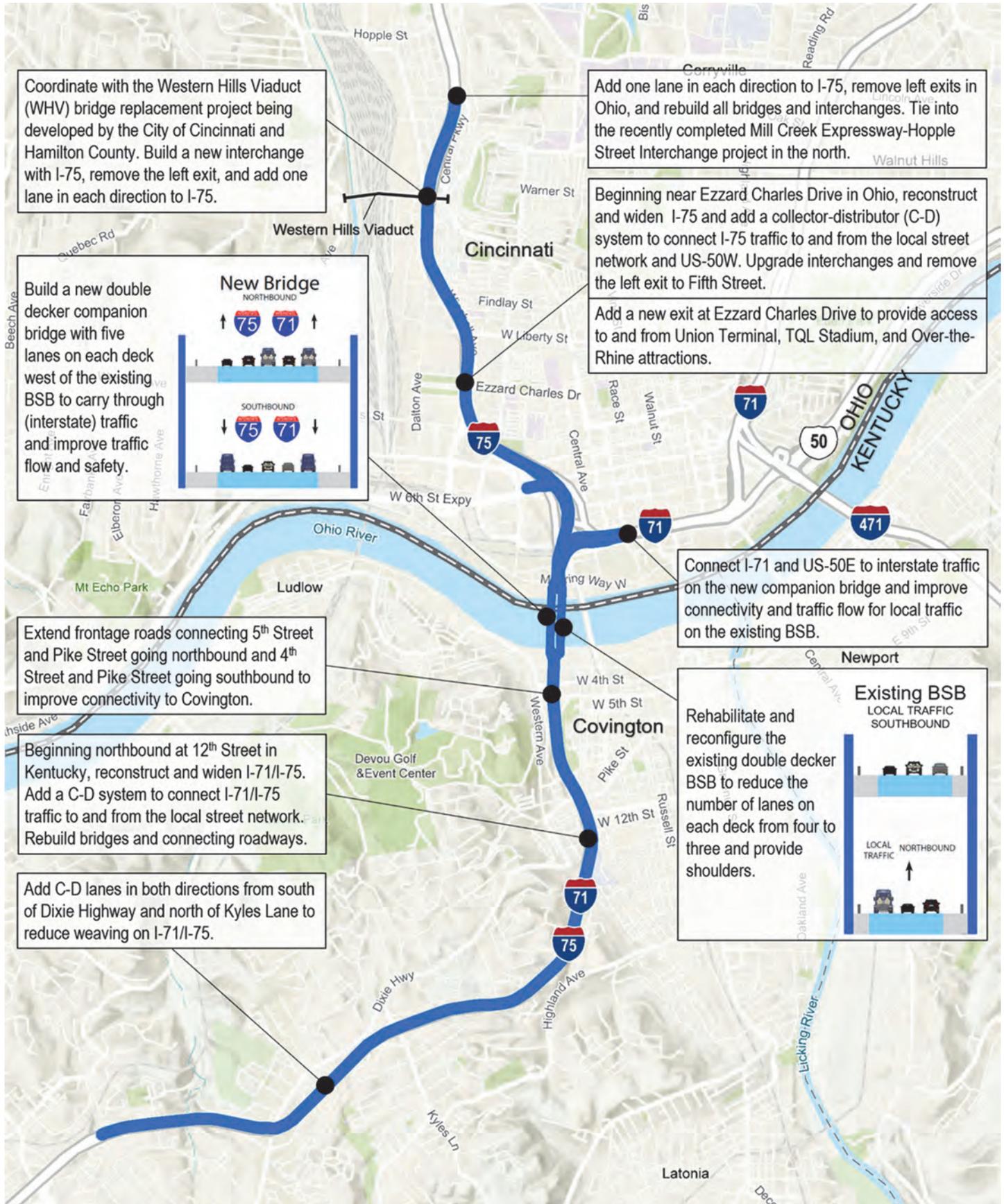
- Funding for the development of a new Goebel Park Complex Master Plan by the City of Covington (approximately \$100,000);
- Donation of 2.23 acres of land currently occupied by the West 5th Street ramp to replace land impacted by the project;
- Reconstructed walking trail within the complex;
- Funding for the replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park (approximately \$94,500);
- Funding for temporary basketball courts within another area of the Goebel Park Complex if the courts will be impacted before replacement facilities are constructed (up to \$75,000); and
- Funding for a relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park (approximately \$1,337,400).

## Mitigation and Enhancement Measures (continued)

- Drainage and stormwater improvements to reduce flooding and combined sewer overflows;
- 10 acres of land opened up for potential redevelopment and/or civic space in downtown Cincinnati;
- Workforce development and training programs;
- Interpretive display in West End (Ohio);
- Widened bridge on Ezzard Charles Drive (Ohio) for potential civic space or retail development;
- Noise and noise/visual screening barriers;\*
- Measures to manage temporary construction impacts;
- Avoidance, minimization, and mitigation for impacts to wetlands, streams, and threatened and endangered species;
- Mitigation for impacts to public parks and historic properties and measures to protect them during construction;
- Plan notes for proper removal, handling, and disposal of regulated materials; and
- Measures to protect drinking water resources.

\* Additional public involvement will be conducted for noise and noise/visual screening barriers.

# Brent Spence Bridge Corridor Project Overview



Coordinate with the Western Hills Viaduct (WHV) bridge replacement project being developed by the City of Cincinnati and Hamilton County. Build a new interchange with I-75, remove the left exit, and add one lane in each direction to I-75.

Add one lane in each direction to I-75, remove left exits in Ohio, and rebuild all bridges and interchanges. Tie into the recently completed Mill Creek Expressway-Hopple Street Interchange project in the north.

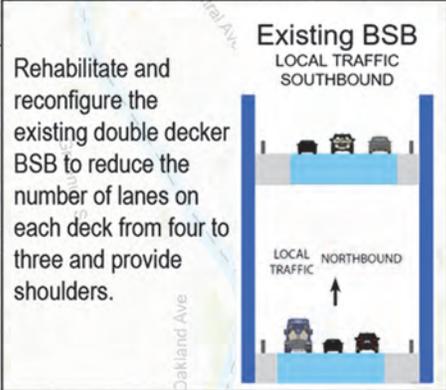


Beginning near Ezzard Charles Drive in Ohio, reconstruct and widen I-75 and add a collector-distributor (C-D) system to connect I-75 traffic to and from the local street network and US-50W. Upgrade interchanges and remove the left exit to Fifth Street.

Add a new exit at Ezzard Charles Drive to provide access to and from Union Terminal, TQL Stadium, and Over-the-Rhine attractions.

Connect I-71 and US-50E to interstate traffic on the new companion bridge and improve connectivity and traffic flow for local traffic on the existing BSB.

Extend frontage roads connecting 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound to improve connectivity to Covington.



Beginning northbound at 12th Street in Kentucky, reconstruct and widen I-71/I-75. Add a C-D system to connect I-71/I-75 traffic to and from the local street network. Rebuild bridges and connecting roadways.

Add C-D lanes in both directions from south of Dixie Highway and north of Kyles Lane to reduce weaving on I-71/I-75.

## Supplemental Environmental Assessment (EA)

The supplemental EA was made available for public review on January 26, 2024. The public availability period will extend to March 8, 2024. Interested parties may review the supplemental EA at today's hearing and at the following locations:

- [PublicInput.com/bsbc](https://PublicInput.com/bsbc)
- Kenton County Public Library Covington Branch  
502 Scott Street  
Covington, Kentucky 41011
- Cincinnati and Hamilton County Public Library West End Branch  
805 Ezzard Charles Drive  
Cincinnati, Ohio 45203

## Comments

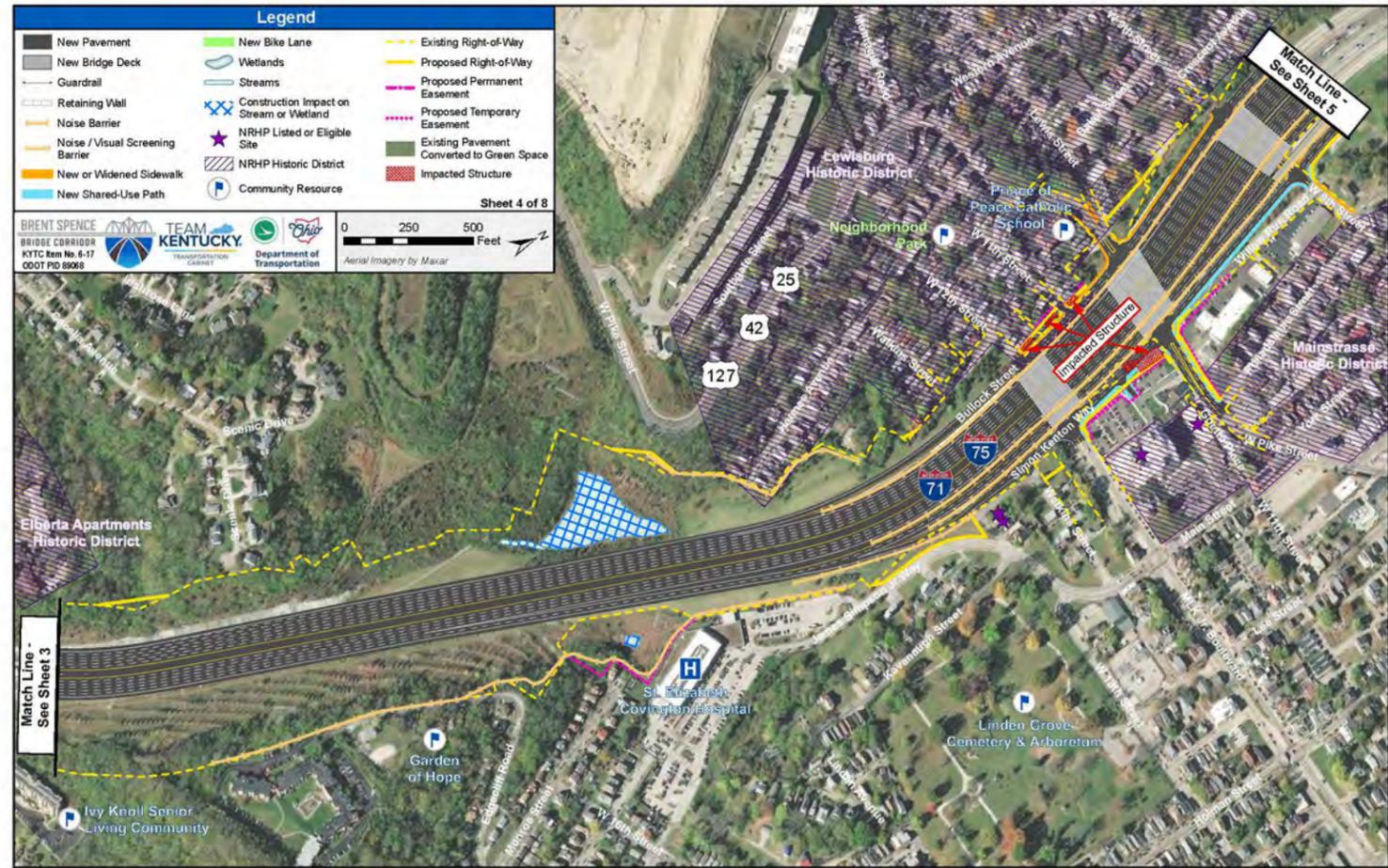
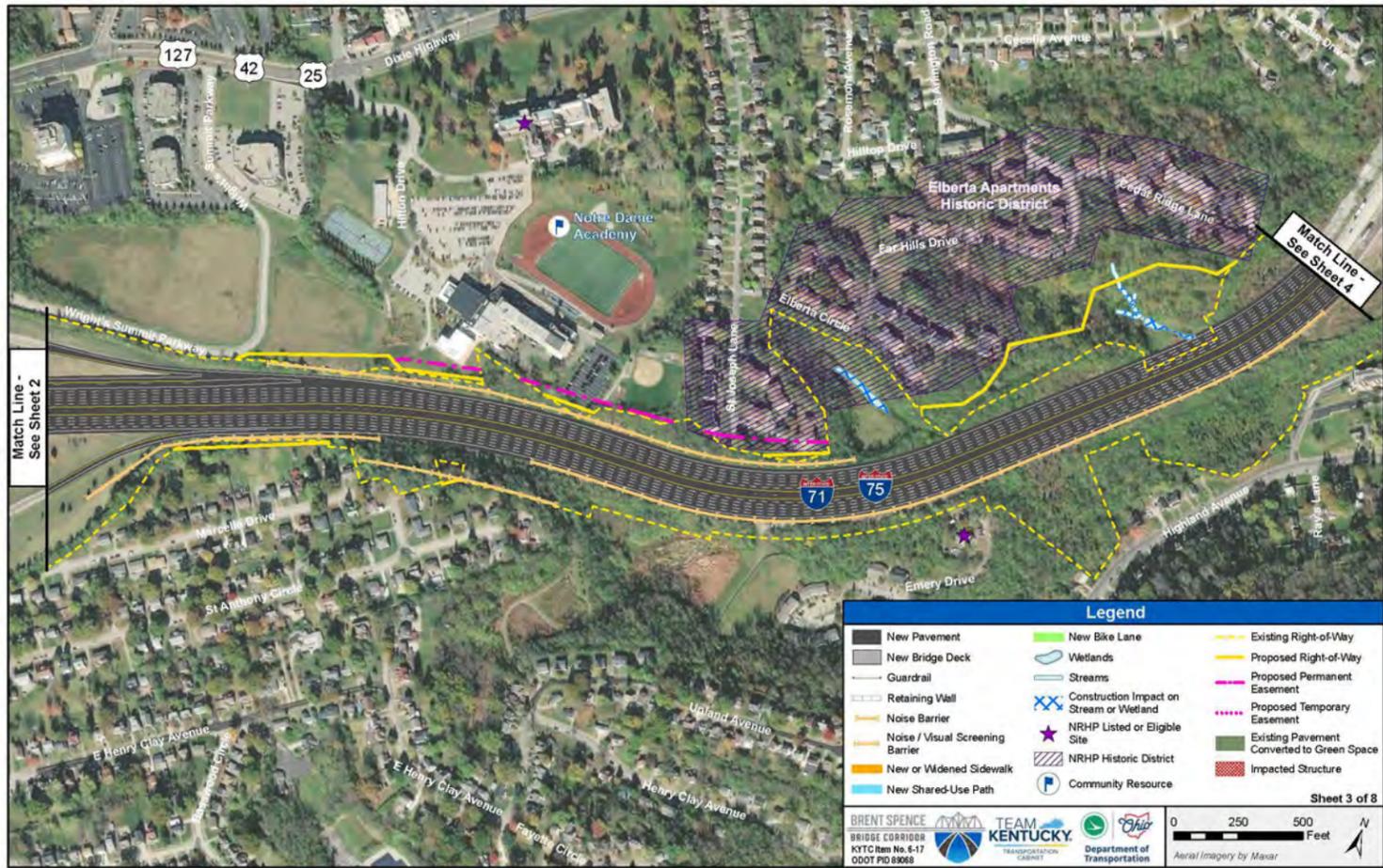
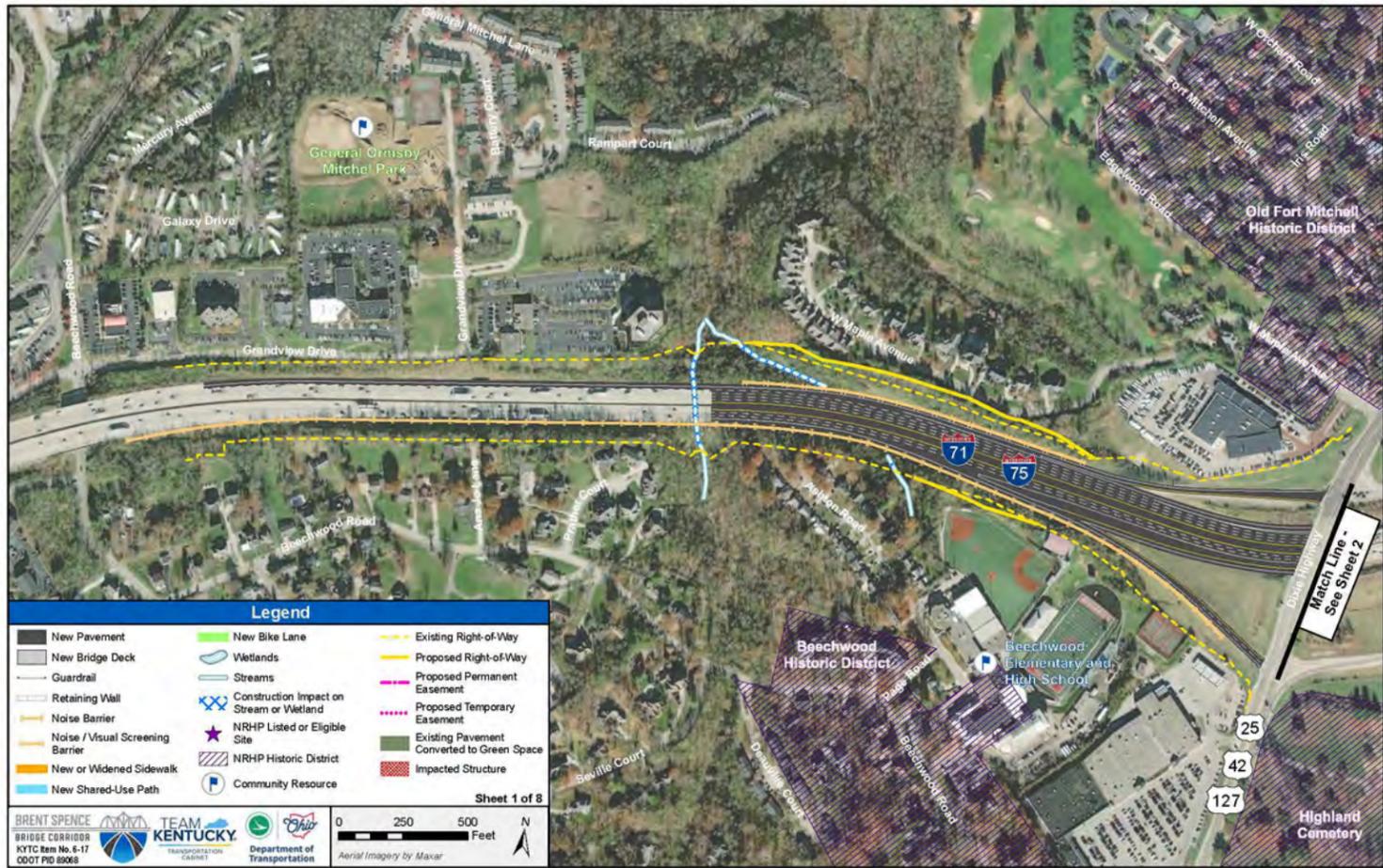
Comments may be submitted using any of the methods listed below. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA. Comments provided via any one of the methods listed below will be afforded equal weight in the project record. Comments must be received by **no later than March 8, 2024** to be considered in the decision-making process.

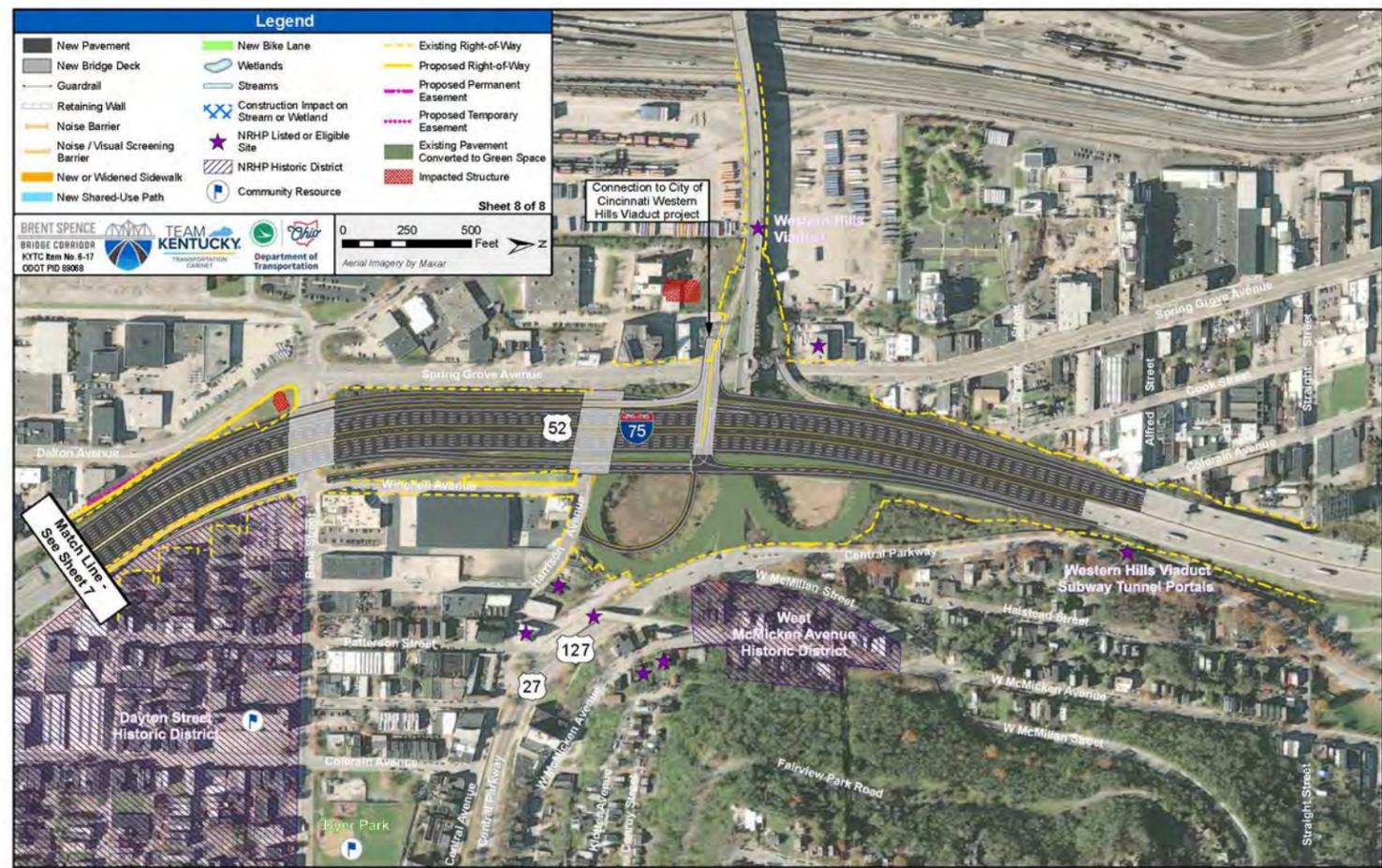
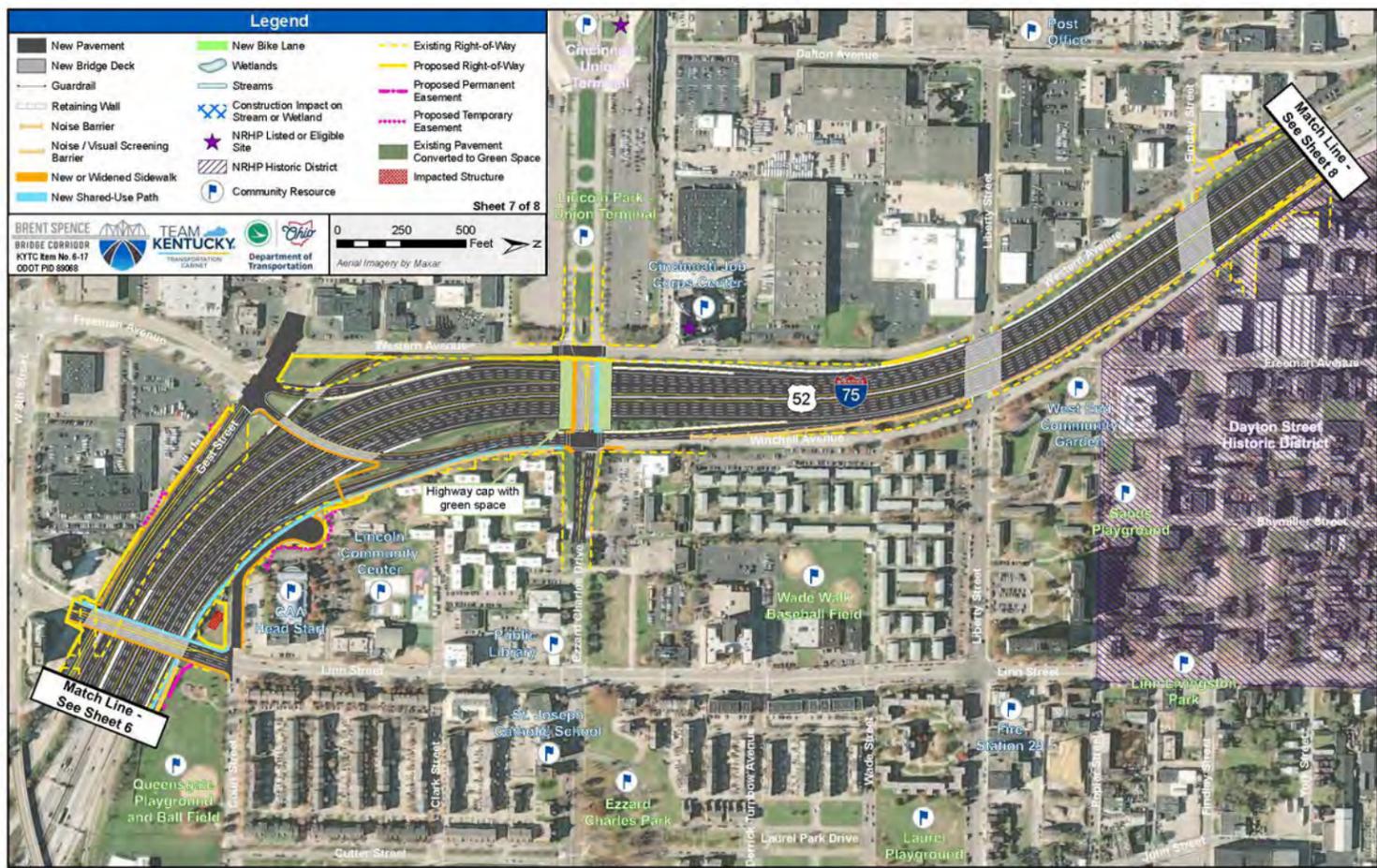
- Public verbal comments will be accepted during the formal presentation portion of each hearing. Individuals desiring to offer verbal comments at the in-person hearings must register in advance at the welcome table. Comments will be limited to 2 minutes.
- Verbal comments may be dictated one-on-one to a court reporter during the informal open-house portion of each hearing (in-person hearings only).
- Written comment forms may be returned to the comment box available at each hearing (in-person hearings only).
- Website: [PublicInput.com/bsbc](https://PublicInput.com/bsbc) or using the QR code below
- Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
- Phone: 1-800-831-2142
- Mail:  
ODOT District 8 Office  
Attn: Keith Smith  
505 South State Route 741  
Lebanon, OH 45036-9518

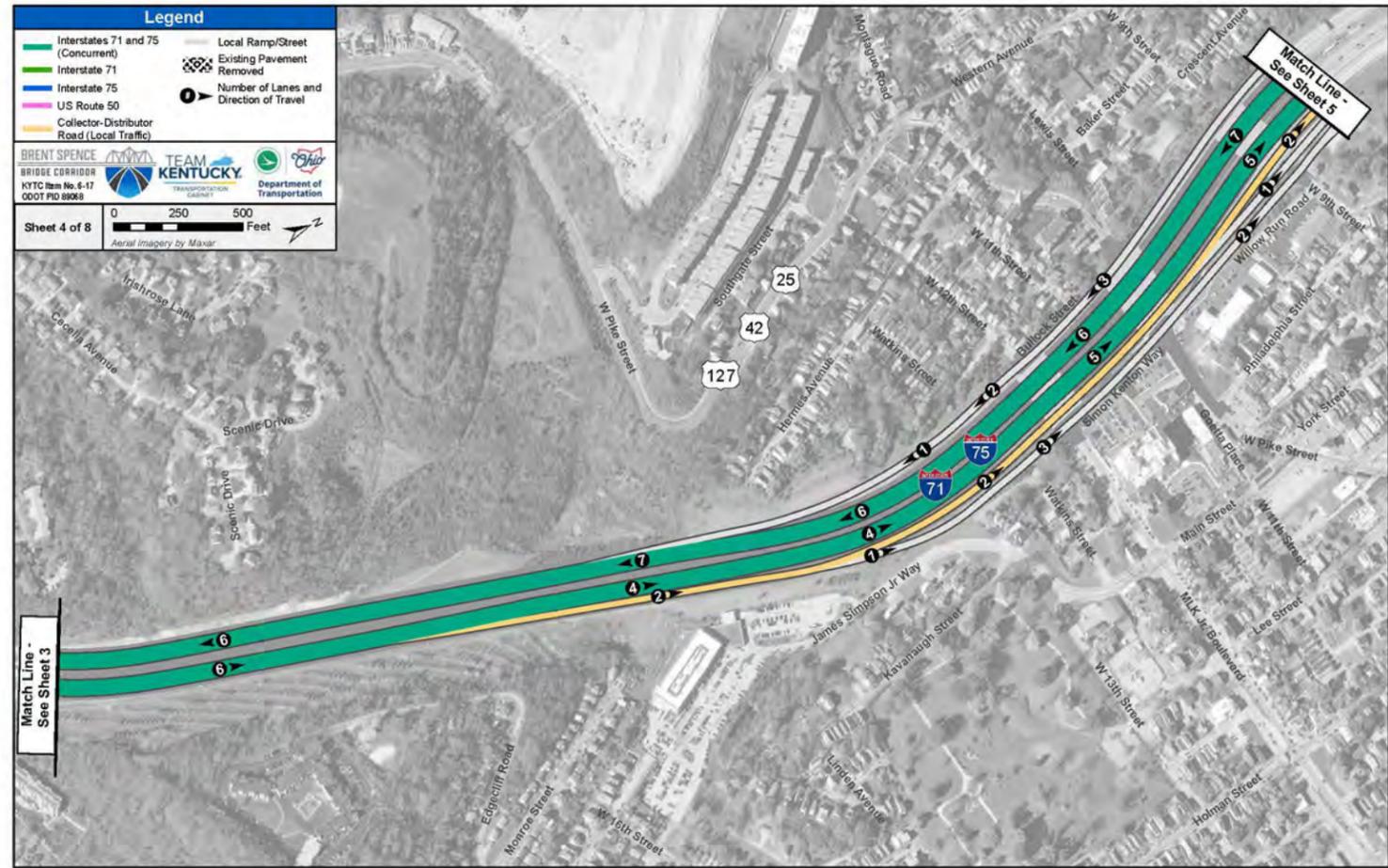
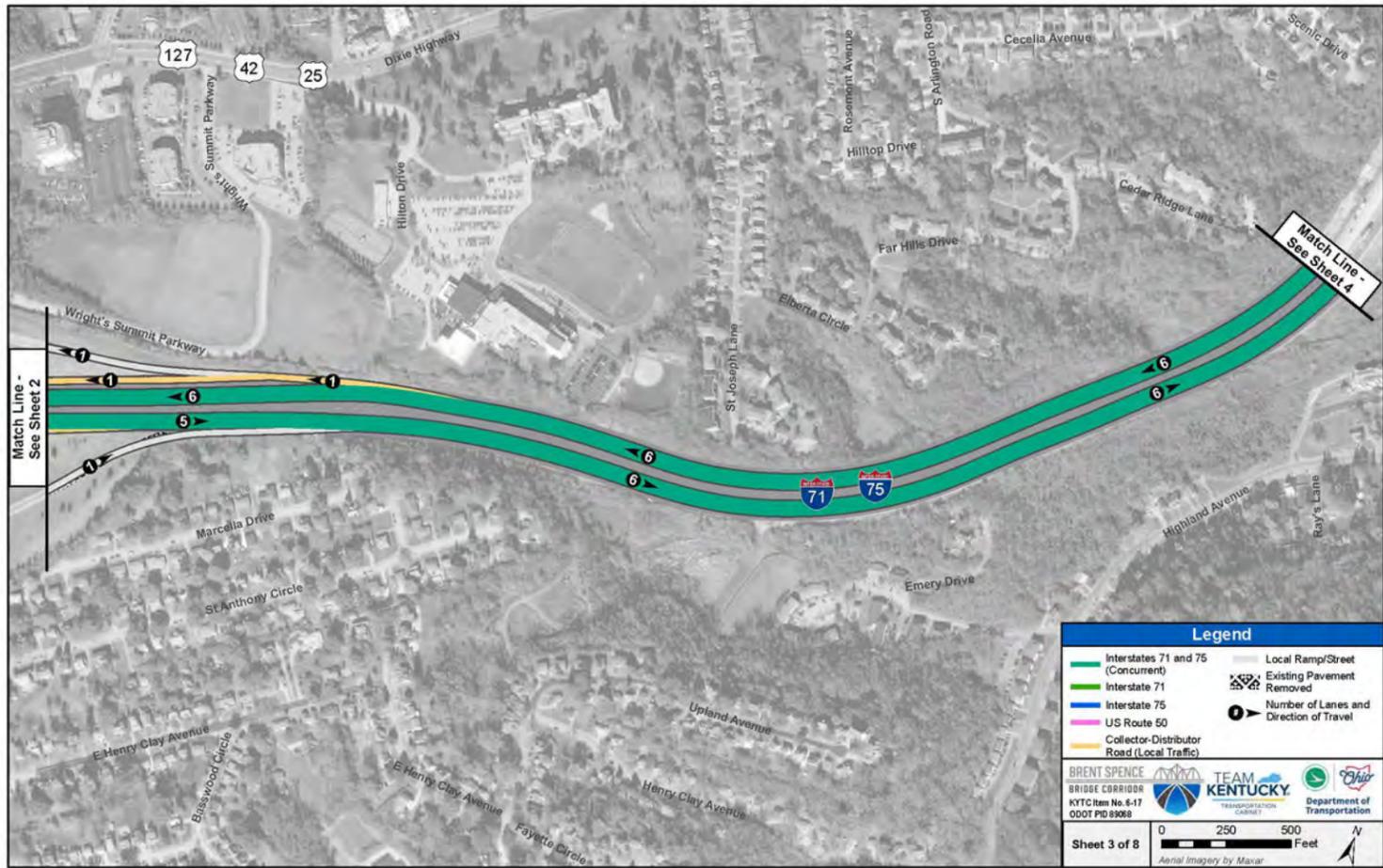
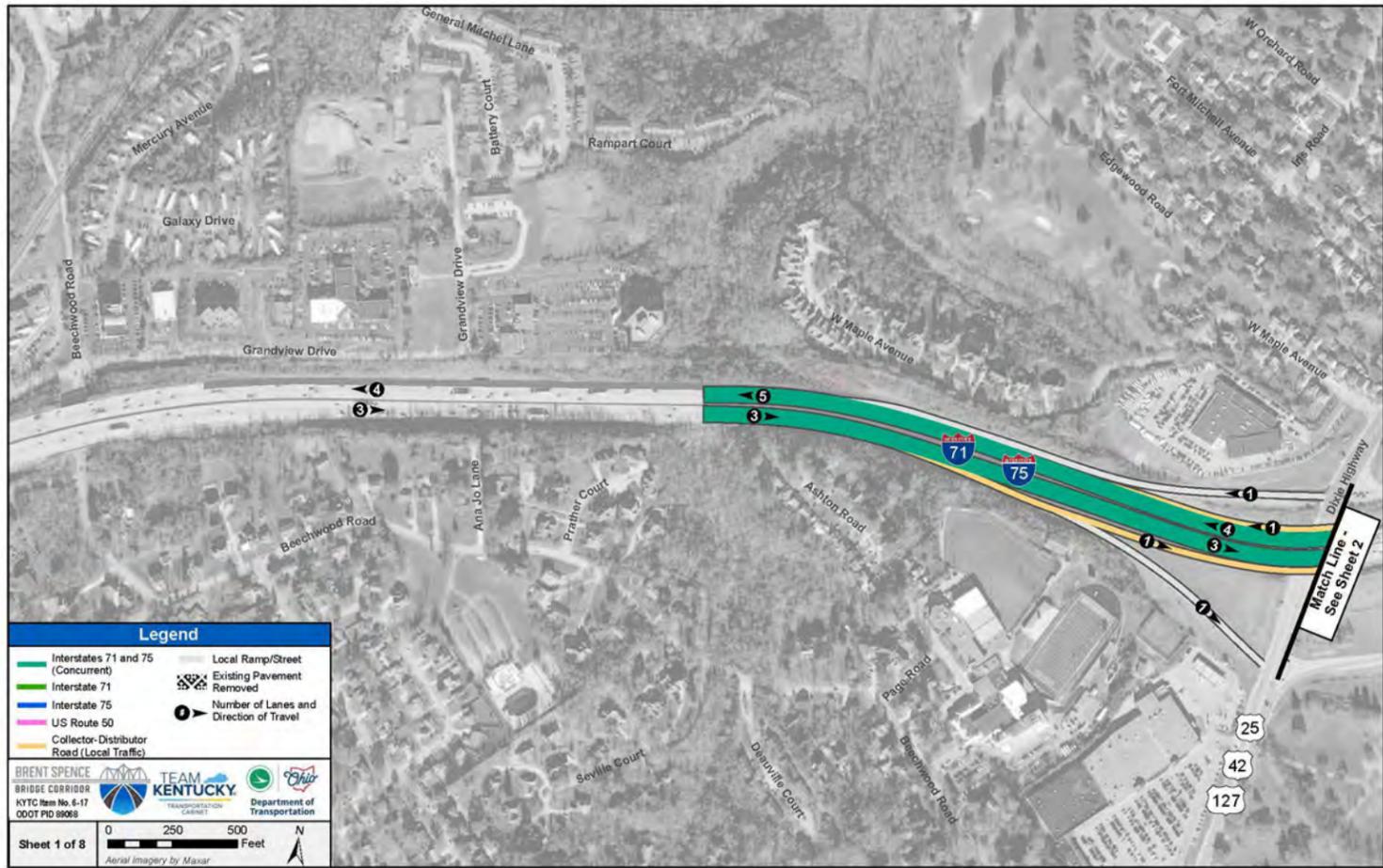
Scan this QR code to access the supplemental EA and to provide comments.

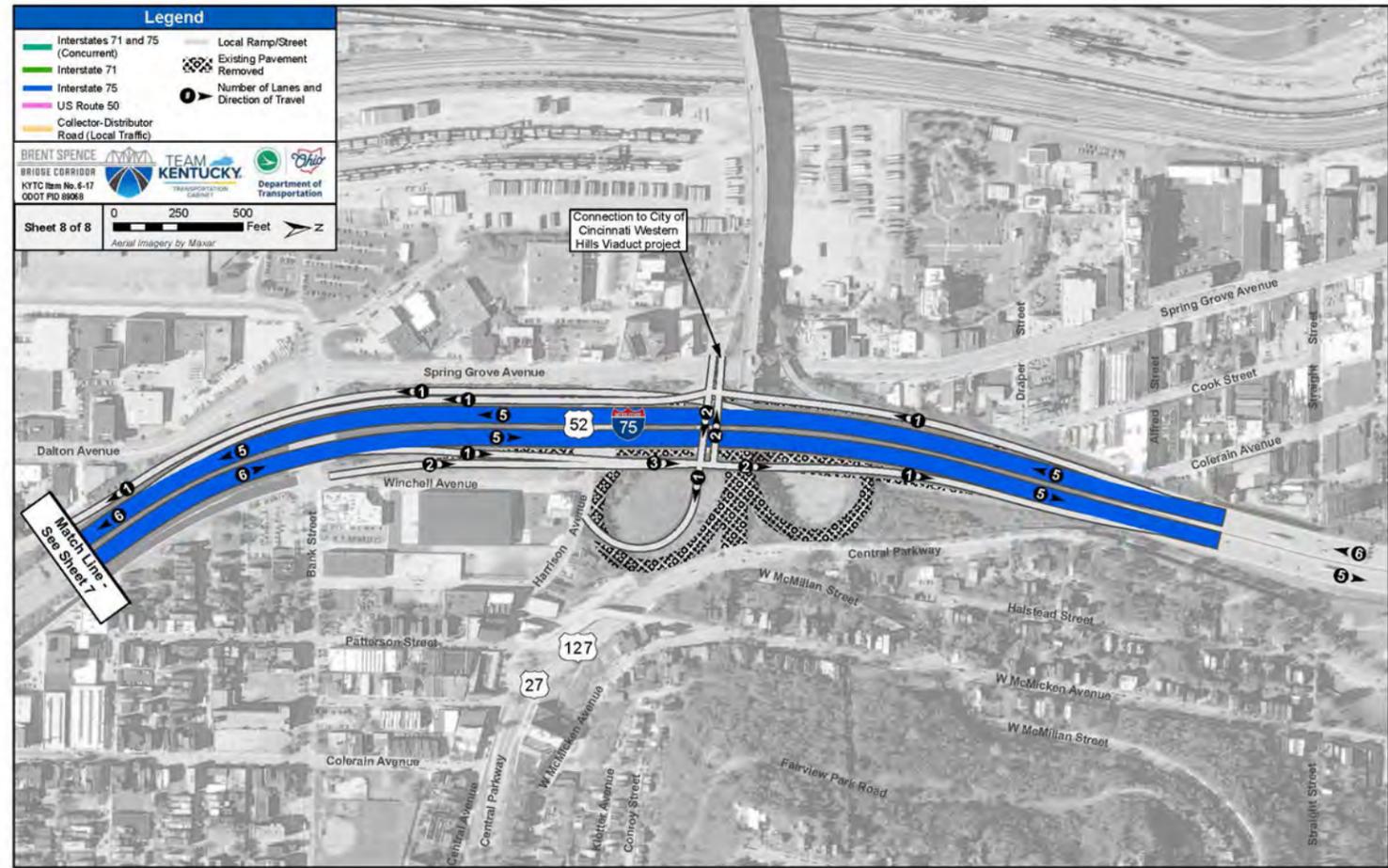
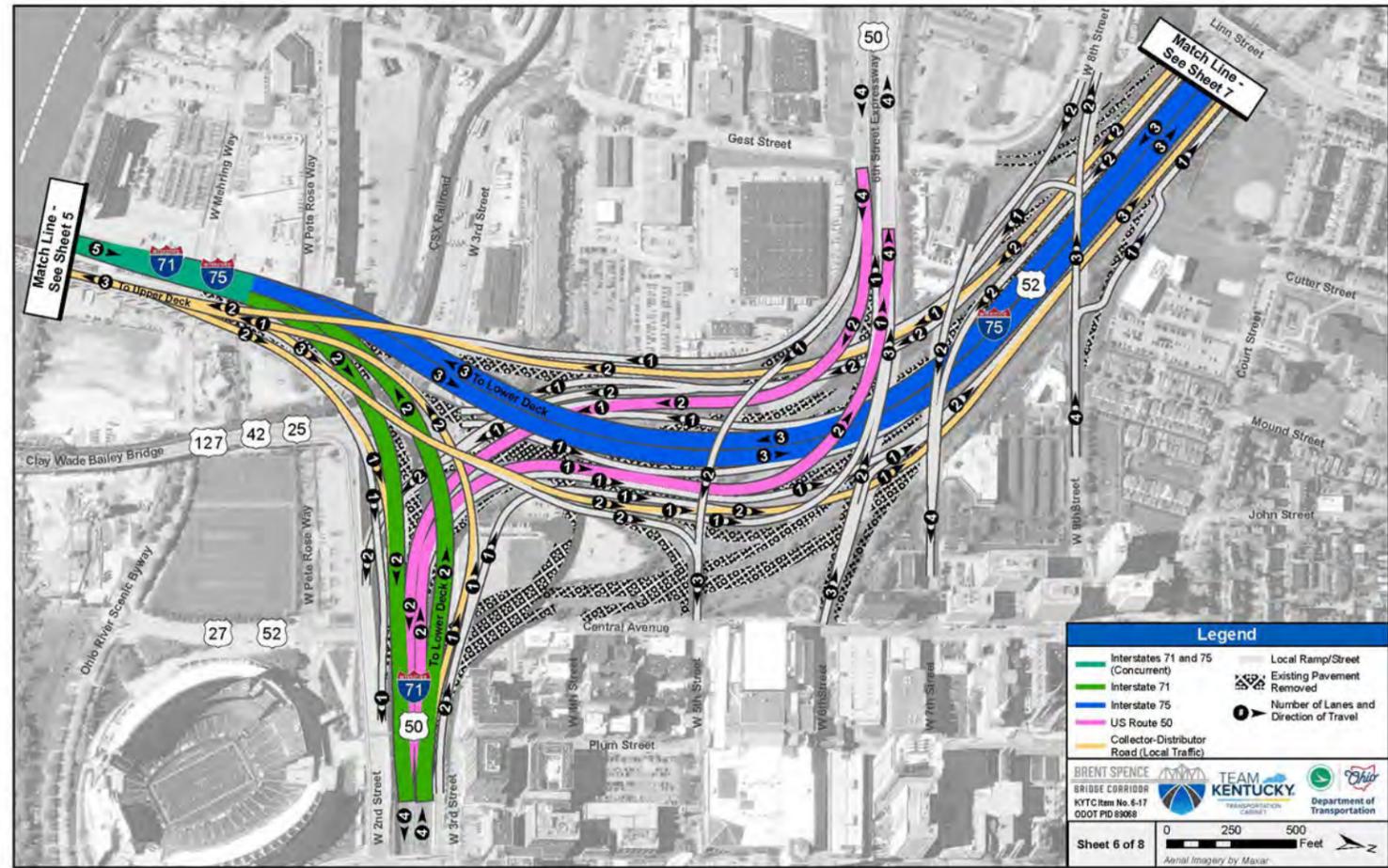
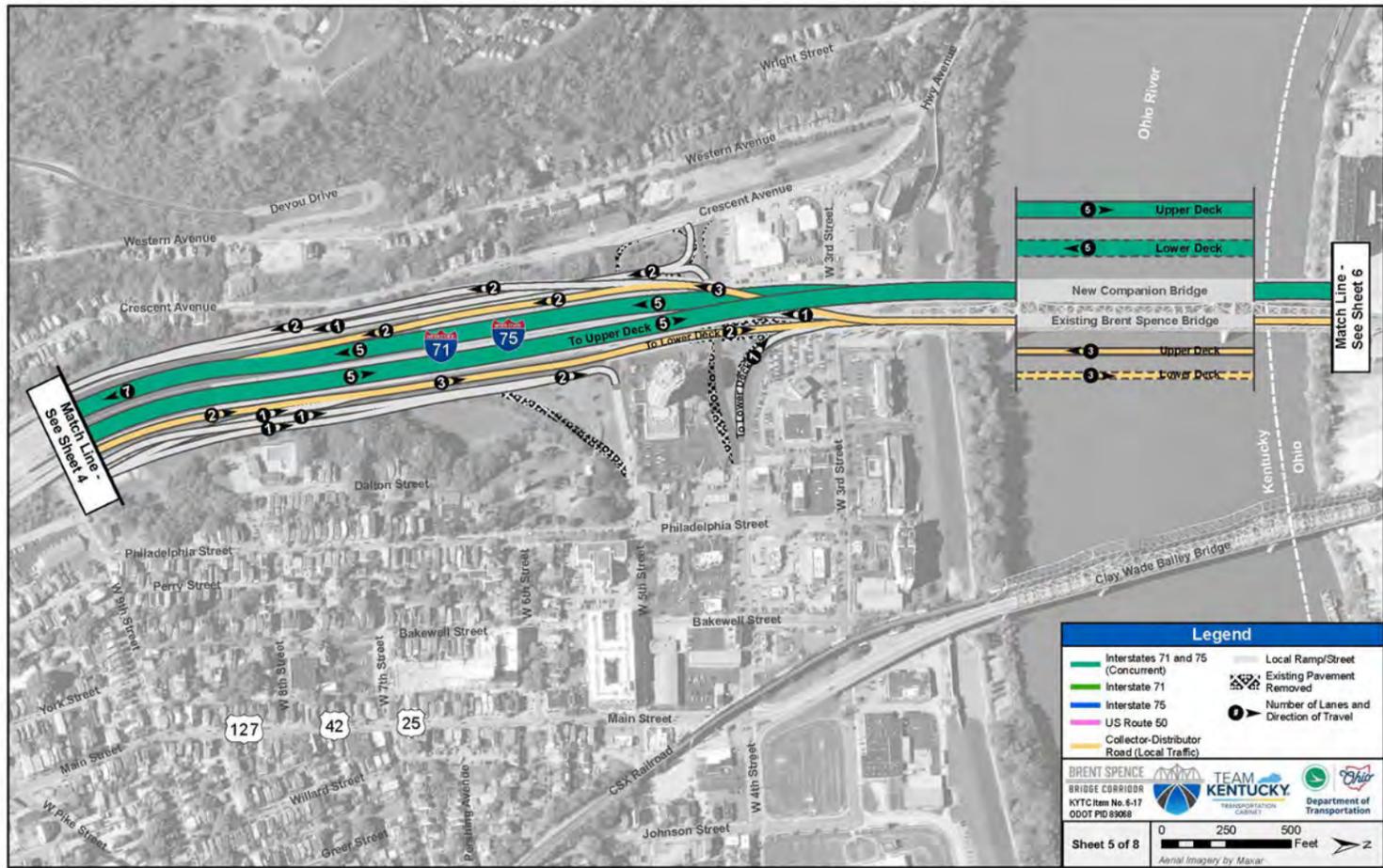


**Please provide comments by no later than  
March 8, 2024.**









# Impact Summary Environmental (1 of 3)

Detailed tables of the project impacts are available for review at the public hearing and in the Supplemental Environmental Assessment.

ENVIRONMENTAL RESOURCE	SELECTED ALTERNATIVE I (from 2012 EA/FONSI) IMPACTS	REFINED ALTERNATIVE I (Concept I-W) IMPACTS
<b>Land Use</b>	53.38 acres <sup>1</sup>	51.18 acres
<b>Neighborhood and Community Cohesion</b>	<ul style="list-style-type: none"> <li>Minor impacts due to residential displacements in Kentucky</li> <li>Impacts due to commercial displacements not addressed</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts from residential and commercial displacements</li> <li>Benefits due to aesthetic enhancements, pedestrian and bicycle improvements, noise reduction measures, and drainage improvements</li> </ul>
<b>Community Facilities</b>	<ul style="list-style-type: none"> <li>Minor right-of-way acquisition from 2 schools, 1 church, and 1 hospital</li> <li>2.59 acres impact to Goebel Park Complex</li> <li>0.9 acre impact to Queensgate Playground and Ball Field</li> </ul>	<ul style="list-style-type: none"> <li>Minor strip right-of-way acquisition from 2 schools, 1 church, and 1 hospital</li> <li>2.84 acres impact to Goebel Park Complex</li> <li>0.72 acre impact to Queensgate Playground and Ball Field</li> <li>Temporary impacts to Firefighters Memorial and Ezzard Charles Park</li> </ul>
<b>Travel Patterns and Access</b>	<ul style="list-style-type: none"> <li>Minor impacts to vehicular access</li> <li>Pedestrian, bicycle, and transit access and mobility not addressed</li> </ul>	<ul style="list-style-type: none"> <li>Minor impacts to vehicular access</li> <li>Additional resilience in the local and regional transportation network</li> <li>New and improved pedestrian, bicycle, and transit access</li> </ul>
<b>Relocations</b>	<ul style="list-style-type: none"> <li>40+ residential<sup>2</sup></li> <li>14+ commercial<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>4 residential</li> <li>24 full commercial; 1 partial commercial</li> </ul>
<b>Economy and Employment</b>	<ul style="list-style-type: none"> <li>Minor impacts due to loss of residential and commercial property, reduced property/rental value, and lost rental properties</li> <li>Improved infrastructure for national freight movement</li> </ul>	<ul style="list-style-type: none"> <li>Minimal effects on property tax revenues or rental incomes</li> <li>No expected impacts on property values or attractiveness of rental properties</li> <li>Net benefits to workforce development and employment</li> <li>Improved infrastructure for national freight movement</li> </ul>
<b>Minority and Low-Income Populations (Environmental Justice Populations)</b>	<ul style="list-style-type: none"> <li>No disproportionately high and adverse effects</li> <li>Benefits due to improved safety, regional connections, traffic flow, and corrected geometric deficiencies</li> </ul>	<ul style="list-style-type: none"> <li>No disproportionately high and adverse effects</li> <li>Benefits due to mitigation and enhancements for parks and Longworth Hall; improved access, mobility, and safety; reduced emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics; workforce development, and interpretive display in the West End neighborhood</li> </ul>

<sup>1</sup> Total includes 22.01 acres of property owned by the City of Cincinnati that was impacted by Selected Alternative I but was not quantified in the 2012 EA/FONSI.  
<sup>2</sup> Residential total in the 2012 EA/FONSI counted apartment buildings as one unit and would have relocated closer to 80 households.  
<sup>3</sup> Selected Alternative I (from the 2012 EA/FONSI) counted the removal of 204 feet of Longworth Hall as one commercial relocation and would have relocated 14 commercial tenants within that structure. The commercial relocations for Refined Alternative I (Concept I-W) include 14 tenants that will be displaced by the removal of 204 feet of Longworth Hall.



# Impact Summary Environmental (2 of 3)

Detailed tables of the project impacts are available for review at the public hearing and in the Supplemental Environmental Assessment.

ENVIRONMENTAL RESOURCE	SELECTED ALTERNATIVE I (from 2012 EA/FONSI) IMPACTS	REFINED ALTERNATIVE I (Concept I-W) IMPACTS
<b>Older Adults, Individuals with Limited English Proficiency, Adults with Disabilities, Zero-Car Households</b>	No substantial impacts	<ul style="list-style-type: none"> <li>No substantial impacts</li> <li>Benefits due to mitigation and enhancements for parks and historic properties; improved access, mobility, and safety; reduced emissions; reduced noise; reduced flooding and combined sewer overflows; improved aesthetics, and workforce development</li> </ul>
<b>Disadvantaged Communities</b>	Not evaluated	<ul style="list-style-type: none"> <li>No additional contribution to climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, or workforce development burdens for disadvantaged communities</li> <li>Features that will help to address existing burdens for disadvantaged communities</li> </ul>
<b>Children (18 Years and Under)</b>	Not evaluated	<ul style="list-style-type: none"> <li>No permanent impacts</li> <li>Temporary construction impacts minimized to the greatest extent possible</li> </ul>
<b>Wetlands</b>	1.38 acres permanent impacts – not high quality	2.38 acres permanent impacts – not high quality
<b>Streams, Rivers, and Floodplains</b>	<ul style="list-style-type: none"> <li>3,340+ feet permanent impacts – no exceptional</li> <li>Floodplain impacts due to pier construction</li> <li>No permanent impacts to Ohio River levee, flood wall, and pump station</li> </ul>	<ul style="list-style-type: none"> <li>1,368 feet permanent impacts – no exceptional</li> <li>Floodplain impacts due to pier construction</li> <li>Potential modifications to Ohio River pump station</li> <li>Potential impacts to Ohio River levee (no impacts to flood wall)</li> </ul>
<b>Threatened/Endangered Species Habitat</b>	<ul style="list-style-type: none"> <li>52 acres forested habitat impacts (typical for 1 bat species)</li> <li>Mussel habitat impacts in Ohio River</li> </ul>	<ul style="list-style-type: none"> <li>80 acres forested habitat impacts (typical for 3 bat species)</li> <li>Mussel habitat impacts in Ohio River</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Noise impacts east/west of I-71/I-75 from Dixie Highway to the existing Brent Spence Bridge (KY)</li> <li>Noise impacts east of I-75 north of 9th St. (OH)</li> </ul>	<ul style="list-style-type: none"> <li>Noise impacts east/west of I-71/I-75 from Dixie Highway to the existing Brent Spence Bridge (KY)</li> <li>Isolated noise impacts west of I-75 from US-50 to Marshall Ave. (OH)</li> <li>Noise impacts east of I-75 from I-71 to Marshall Ave. (OH)</li> </ul>



# Impact Summary Environmental (3 of 3)

Detailed tables of the project impacts are available for review at the public hearing and in the Supplemental Environmental Assessment.

ENVIRONMENTAL RESOURCE	SELECTED ALTERNATIVE I (from 2012 EA/FONSI) IMPACTS	REFINED ALTERNATIVE I (Concept I-W) IMPACTS
<b>Air Quality</b>		
Carbon Monoxide	No exceedance of National Ambient Air Quality Standards	All areas in attainment
Ozone	Addressed through regional air quality conformity process and plans	Addressed through regional air quality conformity process and plans
Particulate Matter (PM2.5)	No new violation of PM2.5 standards	All areas in attainment
Mobile Source Air Toxics (MSAT)	No significant increase	No appreciable impact
Emissions Burdens	Not evaluated	No significant emissions increase
<b>Greenhouse Gases and Climate Change</b>	Not evaluated in detail	<ul style="list-style-type: none"> <li>Minimal effects</li> <li>Reduced overall greenhouse gas emissions</li> <li>Improved climate resilience</li> </ul>
<b>Visual Resources</b>	<ul style="list-style-type: none"> <li>Minor visual changes due to project construction</li> <li>Two alternatives for the new companion bridge: arch bridge (simply supported arch with inclined arch ribs) and cable-stayed bridge (two towers, vertical legs/tower)</li> </ul>	<ul style="list-style-type: none"> <li>Minor visual changes due to project construction</li> <li>More flexibility in new companion bridge type: arch bridge and cable-stayed bridge</li> <li>Additional aesthetic features</li> </ul>
<b>Construction Impacts</b>	Normal temporary traffic, air quality, dust, noise, and erosion impacts during construction	Same as Selected Alternative I with additional measures to minimize and mitigate temporary impacts
<b>Indirect and Cumulative Effects</b>	<ul style="list-style-type: none"> <li>Minor indirect effects to businesses, stormwater runoff, and cultural resources</li> <li>Short-term increase in employment opportunities and business revenue</li> <li>Minor contribution to cumulative residential and business displacements; stormwater runoff, and loss of parkland, cultural resources, wetlands, streams, and threatened and endangered species habitat</li> </ul>	<ul style="list-style-type: none"> <li>Net beneficial indirect effects</li> <li>Minor indirect effects to businesses, stormwater runoff, and cultural resources</li> <li>Short-term increase in employment opportunities and business revenue</li> <li>Additional indirect community benefits due to potential redevelopment/public use and long-term enhancements in workforce diversity, employment, and income</li> <li>Minor contribution to cumulative business displacements; stormwater runoff, and loss of parkland, wetlands, streams, and threatened and endangered species habitat</li> <li>Fewer cumulative effects through reduced impacts to residential and historic properties, and the use of mitigation measures and enhancements for parks and historic properties</li> </ul>



# Impact Summary Historic Properties

Detailed tables of the project impacts are available for review at the public hearing and in the Supplemental Environmental Assessment.

HISTORIC PROPERTY	SELECTED ALTERNATIVE I (from 2012 EA/FONSI) IMPACTS <sup>1</sup>	REFINED ALTERNATIVE I (Concept I-W) IMPACTS <sup>1</sup>	MITIGATION AND ENHANCEMENT MEASURES
<b>Hillsdale Subdivision Historic District</b> (Approximately 10.4 acres, including 20 buildings)	Not identified in 2012 EA/FONSI	No adverse effect: • 0.05 acre permanent strip right-of-way from 1 contributing element	<ul style="list-style-type: none"> <li>Noise barrier</li> <li>Aesthetic enhancements</li> </ul>
<b>Elberta Apartments Historic District</b> (Approximately 30.6 acres, including 33 buildings)	Not identified in 2012 EA/FONSI	No adverse effect: • 0.39 acre permanent easement from 3 contributing elements • 0.03 acre permanent strip right-of-way from 1 contributing element	<ul style="list-style-type: none"> <li>Noise barrier</li> <li>Aesthetic enhancements</li> </ul>
<b>Lewisburg Historic District</b> (Approximately 700 acres, including about 430 buildings)	Adverse effect: • 2.1 acres permanent right-of-way • Removal of 21 contributing elements • Land acquisition from 7 contributing elements	Adverse effect: • 0.23 acre permanent right-of-way • Removal of 2 contributing elements • 0.06 acre temporary easement from 3 contributing elements • 0.48 acre right-of-way from 8 parcels that are partially within the historic district	<ul style="list-style-type: none"> <li>Recordation of removed structures</li> <li>\$1.2 million grant program to improve and rehabilitate the façades of residential and commercial properties in the district</li> <li>Protection, monitoring, and repair of historic structures from vibration during construction</li> <li>Noise barriers</li> <li>Aesthetic enhancements</li> </ul>
<b>Longworth Hall</b> (1,160 feet in length, five stories tall)	Adverse effect: • Removal of 204 feet of the eastern section of the building	Adverse effect: • Removal of 204 feet of the eastern section of the building	<p>The following measures completed on the portions of the building impacted by construction and the portions of the building to remain:</p> <ul style="list-style-type: none"> <li>Repairs</li> <li>Upgrades</li> <li>Restoration work</li> <li>Enhancements</li> <li>Refurbishment</li> </ul>

<sup>1</sup> The effect determination for historic properties is made in coordination with the State Historic Preservation Officer and in accordance with Section 106 of the National Historic Preservation Act of 1966.



# Impact Summary Public Parks

Detailed tables of the project impacts are available for review at the public hearing and in the Supplemental Environmental Assessment.

PUBLIC PARK PROPERTY	SELECTED ALTERNATIVE I (from 2012 EA/FONSI) IMPACTS	REFINED ALTERNATIVE I (Concept I-W) IMPACTS	MITIGATION AND ENHANCEMENT MEASURES <sup>1</sup>
<b>Goebel Park Complex, including Goebel Park, Kenney Shields Park, and SFC Jason Bishop Memorial Dog Park</b> (14.67 acres)	<i>De minimis</i> impact <sup>2</sup> • 2.59 acres permanent right-of-way • Loss of 360 feet of walking trail • Loss of 2 basketball courts and parking lot	<i>De minimis</i> impact <sup>2</sup> • 2.84 acres permanent right-of-way • 0.07 acre temporary easement • Loss of 360 feet of walking trail • Loss of 2 basketball courts and associated resources • Proximity impacts to outdoor pool	• 2.23 acres replacement land • Reconstruction of the walking trail within the complex • Funding for: - New Goebel Park Complex Master Plan - Replacement and enhancement of the basketball courts or other outdoor recreation facilities within the park - Relocated outdoor pool and associated facilities or other comparable aquatic facility serving the same purpose within the park
<b>Firefighters Memorial</b> (Approximately 0.9 acre and located within the existing right-of-way)	Not identified in 2012 EA/FONSI	Temporary occupancy • Reconstruction of curb and sidewalk in existing right-of-way adjacent to site • No change in land ownership • Temporary closures of sidewalk and memorial plaza areas • No permanent adverse physical impacts • Maintain access to and operation of memorial	• Maintenance of access • Construction fencing and signing • Site restoration
<b>Queensgate Playground and Ball Field</b> (Approximately 5.3 acres)	<i>De minimis</i> impact <sup>2</sup> • 0.9 acre permanent right-of-way • Tree removal • Loss of outfield area of existing ball field	<i>De minimis</i> impact <sup>2</sup> • 0.40 acre permanent right-of-way • 0.32 acre permanent easement • Tree removal • Loss of outfield area of existing ball field	Compensation for: • Land • Relocation of recreational facilities • Construction plans for ball field reconfiguration • Construction monitoring of mitigation • Construction of noise barrier or fence
<b>Ezzard Charles Park formerly Laurel Park</b> (Approximately 6.5 acres and located within the existing right-of-way)	Not identified in 2012 EA/FONSI	Temporary occupancy • Reconstruction/relocation of existing sidewalk • Reconstruction of median • No change in land ownership • Temporary sidewalk closures • No permanent adverse physical impacts • No tree removal • Maintain access to and operation of park	• Maintenance of access • Construction fencing and signing • Site restoration

<sup>1</sup> All public parks will benefit from project-wide improvements such as noise barriers, and noise/visual screening barriers, reduced flooding and combined sewer overflows, and measures to minimize temporary dust, air quality, and noise impacts during construction.  
<sup>2</sup> A *de minimis* impact is generally minor in nature and is one that, after taking into account avoidance, minimization, mitigation, and enhancement measures, results in no adverse effect to the activities, features, or attributes of a public park. The Federal Highway Administration will consider public comments before making a final *de minimis* determination.

KYTC ITEM NO. 6-17 | ODOT PID 89066



# Enhancing the Community and Offsetting Impacts



Environmental commitments are being developed to enhance the community and address permanent and temporary impacts. Measures to offset permanent and temporary impacts are called "mitigation measures."

A detailed listing of environmental commitments incorporated into the project is available for review at the public hearing and provided in the Supplemental Environmental Assessment.

## ENHANCEMENTS

- Corridor-wide aesthetic enhancements
- New and improved pedestrian and bicycle connections on local streets that are parallel to or cross I-71/I-75
- Reduced flooding and combined sewer overflows by separating interstate storm water runoff and improving existing drainage systems in Kentucky and Ohio
- 10 acres of land opened up for potential redevelopment and/or public use in downtown Cincinnati
- Diversity & Inclusion Outreach Committee and disadvantaged business enterprise participation, on-the-job training, and workforce development during the progressive design-build contract
- Interpretive display located in Cincinnati's West End neighborhood describing historic urban renewal and construction of the Millcreek Expressway
- Widened bridge on Ezzard Charles Drive in Cincinnati for potential civic space or retail development by the City
- Ongoing coordination with public and local agencies and stakeholders
- Proposed noise/visual screening barriers to provide enhanced noise reduction above and beyond state policy

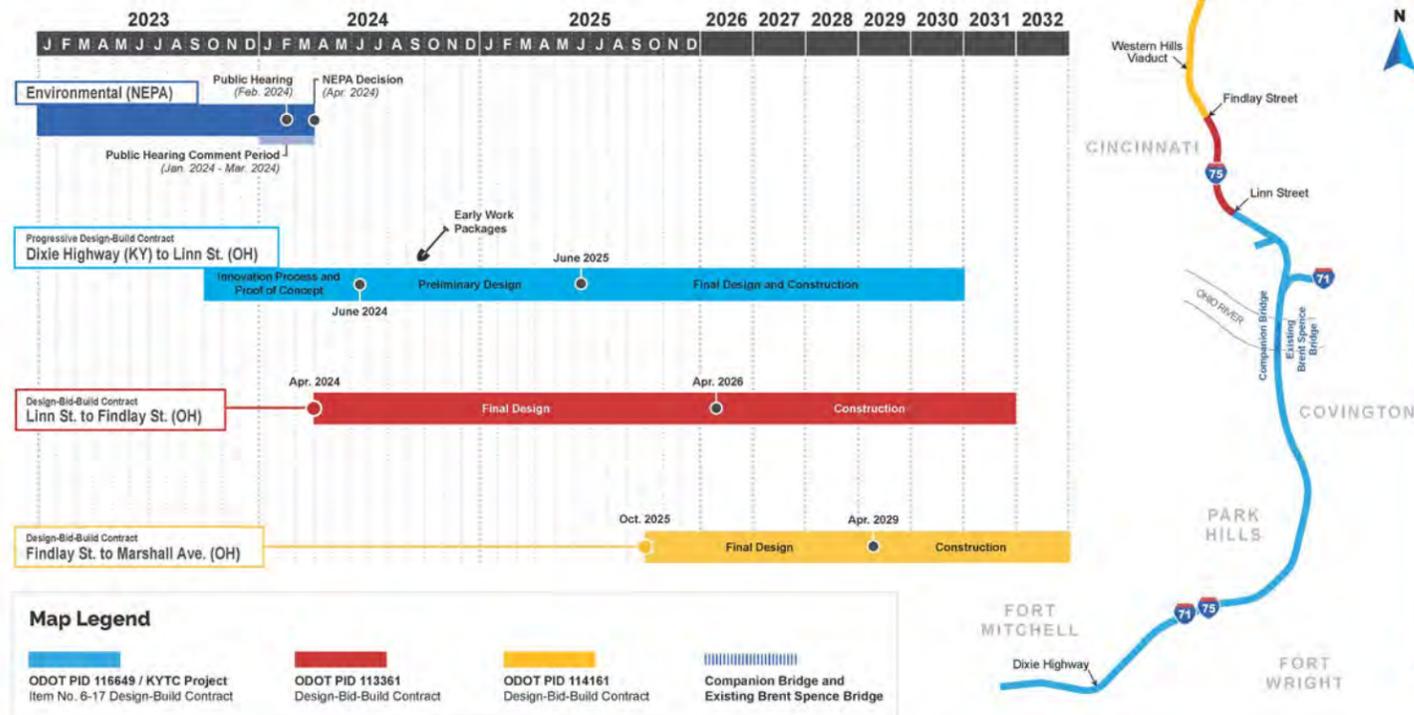
## MITIGATION MEASURES

- Proposed noise barriers to mitigate noise impacts
- Measures to manage sediment, erosion, potential temporary traffic, dust, noise, and air quality impacts during construction, including coordination with local agencies and the public
- Minimization and mitigation for wetland and stream impacts
- Avoidance, minimization, and mitigation for impacts to threatened and endangered species
- Mitigation for impacts to the Goebel Park Complex, Queensgate Playground and Ball Field, Lewisburg Historic District, and Longworth Hall
- Construction plan notes for the proper removal, handling, and disposal of regulated materials
- Measures to protect drinking water resources
- Measures to protect public recreational resources during construction

KYTC ITEM NO. 6-17 | ODOT PID 89066



# Project Schedule



**Map Legend**

ODOT PID 116649 / KYTC Project Item No. 6-17 Design-Build Contract	ODOT PID 113361 Design-Bid-Build Contract	ODOT PID 114161 Design-Bid-Build Contract	Companion Bridge and Existing Brent Spence Bridge

KYTC ITEM NO. 6-17 | ODOT PID 89066



# Comments Welcome

Provide feedback through the following methods...

- Visit [www.publicinput.com/BSBC](http://www.publicinput.com/BSBC)
- Scan the QR code



Escanea el código QR para proporcionar un comentario.

- Fill out a form at this hearing
- Dictate your comments privately to the court reporter at this hearing
- Share your comments publicly during the formal hearing presentation

Please comment no later than **March 8, 2024**

- **Email** [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
- **Phone** 1-800-831-2142
- **Mail** Ohio Department of Transportation District 8 Attn: Keith Smith 505 South State Route 741 Lebanon, OH 45036-9518

Sign up for future updates...

Join the 1,500+ people who subscribe to the *Brent Spence Bridge Corridor Project* monthly e-newsletter.

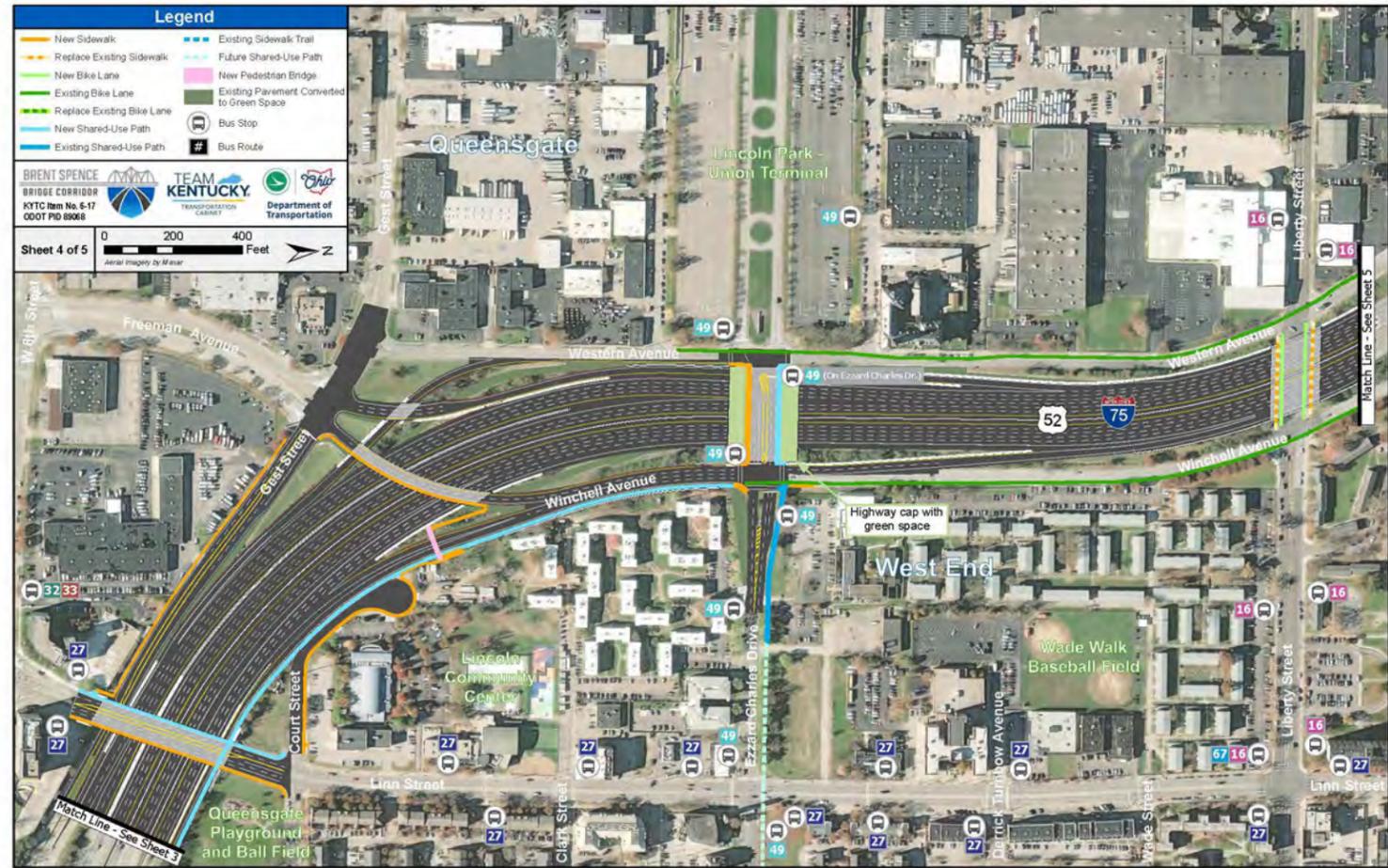
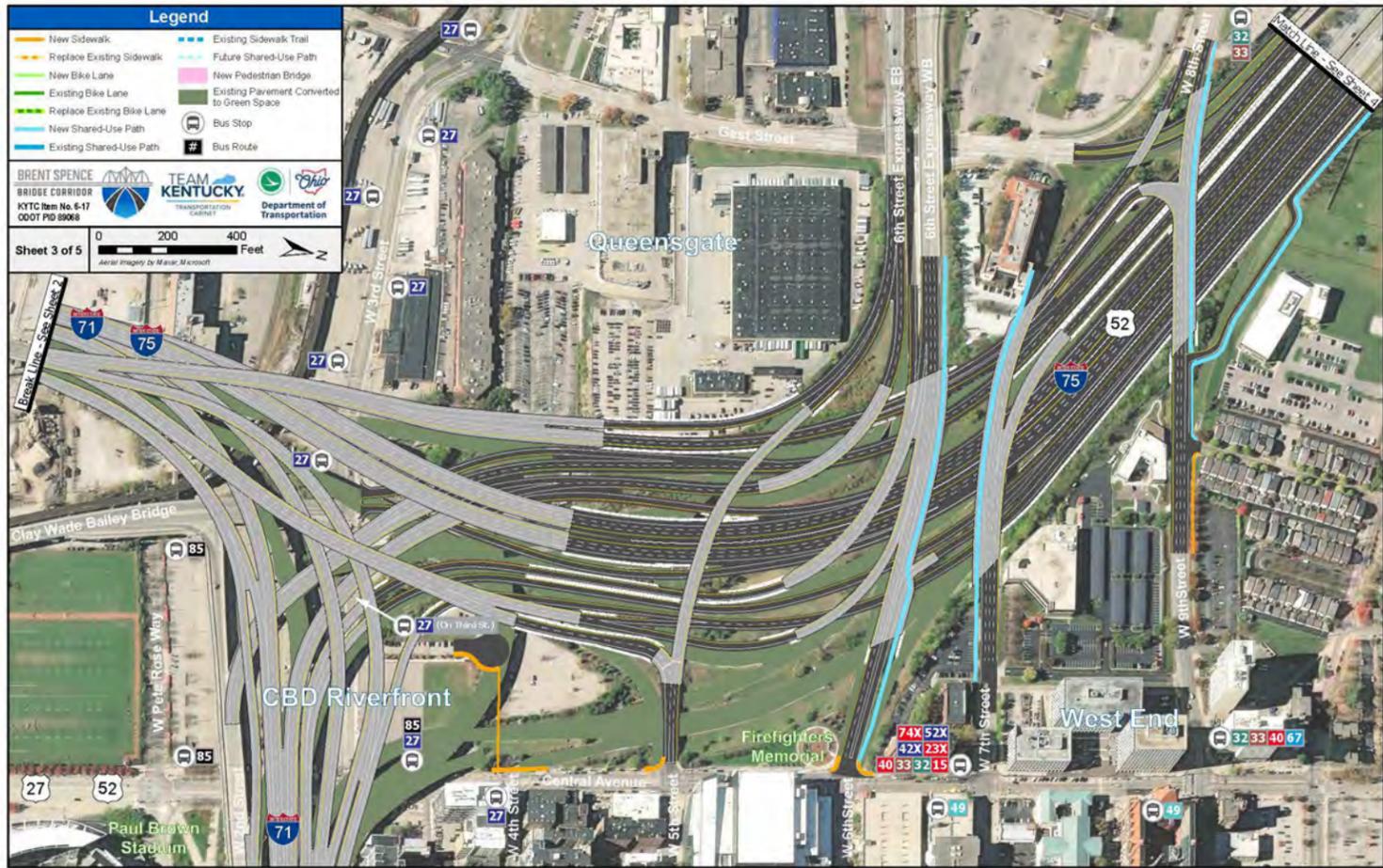
- Visit [brentspencebridgecorridor.com/public-involvement/#footer](http://brentspencebridgecorridor.com/public-involvement/#footer)
- Scan the QR code

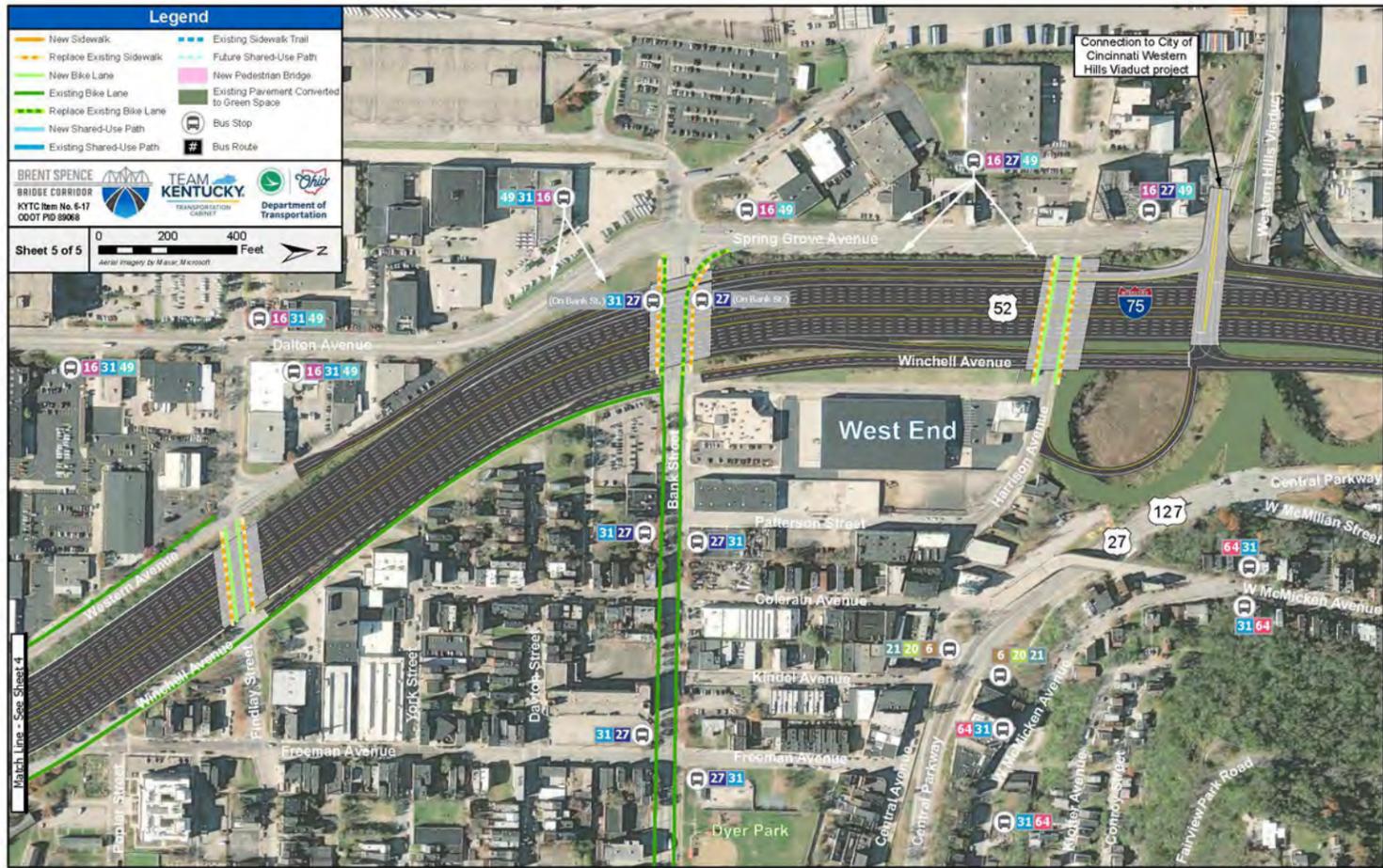


Escanea el código QR para registrarte y recibir actualizaciones.

KYTC ITEM NO. 6-17 | ODOT PID 89066







BRENT SPENCE BRIDGE CORRIDOR PROJECT

# Cincinnati Local Street Bridges

OVER I-75

6<sup>th</sup> Street



7<sup>th</sup> Street



9<sup>th</sup> Street





**BRENT SPENCE  
BRIDGE CORRIDOR**

**Public Hearing**

In-Person | February 20 and 21, 2024  
Virtual | February 22, 2024

Department of Transportation  
INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.  
brentspencebridgecorridor.com

TEAM KENTUCKY

1



**Welcome**

**Hearing purpose**

- Present the refined preferred alternative
- Receive public comments



Thank you for attending today's public hearing for the Brent Spence Bridge Corridor Project. We're now beginning the formal portion of today's hearing. I'm Jodi Heflin, and I'm with HNTB, which is one of the engineering firms working for KYTC and ODOT as they evaluate the environmental effects of the project. I'm going to give a presentation where we'll provide a brief project history and overview and then discuss the environmental impacts of the project, as well as measures to offset those impacts and provide additional benefits. Before we get started, let's go over a few ground rules.

2



**Welcome**

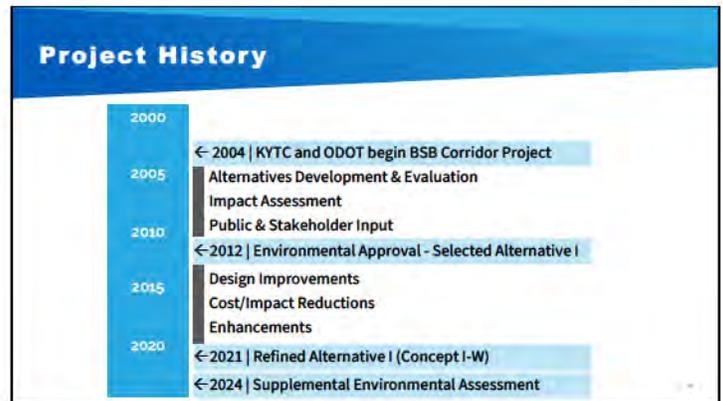
**Ground rules**

- Formal hearing proceedings
- Formal presentation
  - Please hold questions and comments
- Formal spoken comment period
  - Must pre-register
  - 2-minute limit
- Transcribed by a court reporter



As I mentioned, these are formal hearing proceedings; so, we're going to ask that you refrain from asking questions or offering comments during this presentation. Immediately following the presentation, representatives from KYTC and ODOT will receive formal spoken comments. If you would like to make a comment during that time and haven't done so already, please pre-register at the sign-in table. Ground rules for the formal comment period will be covered when we get to that point, but please plan on limiting comments to 2 minutes and know that KYTC and ODOT will not be answering questions or responding to comments during the formal comment period. KYTC and ODOT will formally respond to all comments in writing after the conclusion of the comment period for the supplemental Environmental Assessment. If you have questions on any of the materials covered today, the project team will be available to talk with you after the formal proceedings are over. Lastly, please be aware that we have a court reporter present who will be transcribing everything that I say during this presentation, as well as everything that is said during that spoken comment period.

3



**Project History**

2000	
← 2004	KYTC and ODOT begin BSB Corridor Project
2005	Alternatives Development & Evaluation Impact Assessment
2010	Public & Stakeholder Input
← 2012	Environmental Approval - Selected Alternative I
2015	Design Improvements Cost/Impact Reductions Enhancements
← 2021	Refined Alternative I (Concept I-W)
← 2024	Supplemental Environmental Assessment

In 2004, KYTC and ODOT formally began studying ways to improve I-71 and I-75 in Kentucky and Ohio. After extensive study and public involvement, one preferred alternative was identified, which we call Selected Alternative I. Selected Alternative I received environmental approval in 2012.

Since 2012, KYTC and ODOT have been studying ways to improve the project's design, reduce costs and impacts, and provide additional enhancements. These studies resulted in a suite of refinements to Selected Alternative I, which we are referring to as "Refined Alternative I."

In 2021, KYTC and ODOT began preparing a Supplemental Environmental Assessment. We went through an extensive process of updating all the original environmental field studies and the impact analysis to reflect Refined Alternative I. The information contained in the Supplemental Environmental Assessment is what is being presented in today's hearing.

4

## Purpose and Need

- Improve traffic flow and level of service
- Improve safety
- Correct geometric deficiencies
- Maintain connections to key regional and national transportation corridors



The project purpose and need was established early in the project development and has not changed since the 2012 environmental approval. It includes improving traffic flow and level of service (which is a measure of how well traffic moves along a roadway), improving safety, correcting geometric deficiencies (such as narrow shoulders), and maintaining connections to key regional and national transportation corridors.

5

## Refined Alternative I (Concept I-W)

### DOES NOT:

- Change the mainline layout
- Change the number of lanes
- Change collector-distributor roadway concept

Several key design elements have not changed since the 2012 environmental approval. Refined Alternative I does not substantially change:

- The mainline layout from Dixie Highway (US-25) (Kentucky) to Marshall Avenue (Ohio);
- The number of lanes through the corridor; and
- The project continues to incorporate a collector-distributor roadway system (collector-distributor systems will be explained in more detail in a couple slides).

6

## Refined Alternative I (Concept I-W)

- Reduces project footprint
- Improves how the project will operate
- Creates no substantial new or increased impacts

Refined Alternative I (Concept I-W) does reduce the project footprint and associated impacts. It improves how the project will operate, and it does this without creating any substantial new or increased impacts.

7

## Project Description

### I-71 and I-75

- Widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Extend frontage roads in Covington
- Construct collector-distributor lanes between Dixie Highway and Kyles Lane



Let's briefly describe the primary features of Refined Alternative I. The project will widen 7.8 miles of I-71/I-75 from Marshall Avenue in Ohio to south of Dixie Highway in Kentucky and rebuild all bridges and interchanges. A collector-distributor system will be added between Ezzard Charles Drive in Ohio to about 12th Street in Kentucky. A collector-distributor system is a network of roads alongside a highway that "collects" traffic exiting from a highway and "distributes" it to local roadways. It also "collects" traffic from local roadways and "distributes" it onto the highway.

The project will also extend existing frontage roads along Bullock Street and Simon Kenton Way in Covington to improve north-south connectivity.

Lastly, collector-distributor lanes will be built between Kyles Lane and Dixie Highway.

8

## Project Description

### Brent Spence Bridge

- Rehabilitate and reconfigure existing bridge
- Three lanes each deck
- Inside/outside shoulders
- Carry local traffic



The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and provide inside and outside shoulders. The existing bridge will carry local traffic as part of the proposed collector-distributor roadway system.

9

## Project Description

### Brent Spence Bridge

- New double-decker companion bridge
- 5 lanes each deck
- Carry through (interstate) traffic



Between Ohio and Kentucky, the project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic across the Ohio River.

10

## Project Description

### New Companion Bridge

- Arch or cable-stayed bridge



The exact design of the new companion bridge has not yet been determined. Two bridge types are being considered . . .

11



The first is an arch bridge, and this shows what a standard arch-type bridge looks like.

12



The other is a cable-stayed bridge, and this shows what a standard cable-stayed bridge looks like.

## Project Description

### New Companion Bridge

- Arch or cable-stayed bridge
- Iconic and aesthetically pleasing
- On-going coordination with the project Aesthetics Committee



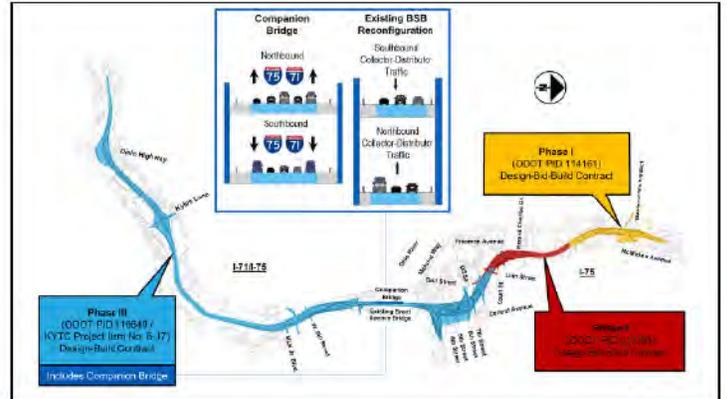
The final bridge type will be chosen based on a technical analysis by the project team. Regardless of the type that is chosen, KYTC and ODOT will work with the design team to ensure an iconic, visually stunning bridge is ultimately built. KYTC and ODOT will also continue to coordinate with an Aesthetics Committee that was established for the project to receive local input on the design and appearance of the new companion bridge.

## Project Cost

\$3.6 Billion

(includes planning, design, property acquisition, construction, construction management services, agency labor)

The total project cost estimate is \$3.6 billion, which includes all costs required to deliver the project, from planning all the way through to construction.



The project is going to be built in three phases. Phase I (shown in yellow) will stretch from Marshall Avenue to Findlay Street. Phase I is currently under design with construction expected to begin in 2029. Phase II (shown in red) will stretch from Findlay Street to Linn Street. Phase II is also under design with construction expected to begin in 2026. Phase III (shown in blue) will build everything else, including the new companion bridge. Phase III will be built under a progressive design-build contract, and construction will begin in 2025 with some limited work possibly in late 2024.

## Future Design Refinements

### Progressive Design-Build

- Refined Alternative I (Concept I-W) = Base Design
- Innovation concepts
  - Improve project quality
  - Reduce costs
  - Shorten schedule
  - Support project goals
  - Support at the local level



Image by snowing on Freepik 17

The progressive design-build contract offers a unique opportunity for the design-build team to develop further innovations for the design of that southern 6 miles of the corridor. Refined Alternative I represents the base design for the project, and it is what is evaluated in the Supplemental Environmental Assessment and what is being presented at this public hearing. KYTC and ODOT are going to evaluate innovation concepts developed by the design-build team. Innovations that improve project quality, reduce costs, shorten schedule, support the project goals and objectives, and have support at the local level may be incorporated into the project.

17

## Future Design Refinements

### Innovation Period

- Develop ideas to optimize the base design
- Further evaluate and vet suggestions
  - Work with local cities and counties
  - Currently underway



Image by snowing on Freepik 18

The design-build team is currently working through an innovation period where they are developing dozens of refinement options, including ideas that have been generated through coordination with local municipalities and public comments that have been received over the last two years. Innovations are still being evaluated in terms of cost and constructability, and KYTC and ODOT will spend the next several months working with the municipalities to vet feasible suggestions. In addition, they want to be able to review comments from these public hearings before making any final decisions. Based on the current schedule, the project team anticipates sharing refinements to the base design around May of this year.

18

## Environmental Impacts

Anticipated impacts to the human and natural environment



The next several slides will discuss the impacts of the base design – Refined Alternative I - on both the human and natural environment.

19

## Environmental Impacts

### Supplemental Environmental Assessment

- Evaluates impacts to over 30 different resource areas
- Impacts avoided and minimized as much as possible
- Only minor impacts to most of the areas that were studied
- Net benefits in several areas



The supplemental Environmental Assessment evaluated the project's potential impacts to over 30 different resource areas. KYTC and ODOT have avoided and minimized impacts as much as possible. As a result, only minor impacts are anticipated to most of the areas that were evaluated. The project was also found to have net benefits in several areas, such as community cohesion and the visual look of the corridor.

The following slides will cover resource areas that will experience more notable impacts. First, we'll focus primarily on impacts, and then we'll outline the measures incorporated into the project to mitigate those impacts and to measures to provide additional community benefits.

20

## Environmental Impacts

### Land Use and Relocations

- 51.2 acres of land needed to build the project
- 4 residential relocations
- 1 partial commercial relocation
- 24 full commercial relocations
  - One radio tower
  - 14 tenants in 1 building



21

51.2 acres of additional land will be acquired to build the project. This will include relocating 4 residences, the relocation of part of one business, and 24 full commercial relocations. Those full commercial relocations include a radio tower in Kentucky. Also, 14 of the business relocations are tenants who are located in areas of Longworth Hall that will be removed for the project. Those tenants are being provided relocations services, and they will have the option to relocate to other open office space within Longworth Hall if they desire.

21

## Environmental Impacts

### Kentucky Property Acquisition

- Began in early 2022
- Majority of property owners contacted
- Property acquisition in Lewisburg after environmental approval



22

In early 2022, KYTC began acquiring properties in Kentucky under the original environmental approval and has already contacted the majority of impacted property owners. KYTC has not yet begun to acquire properties in Lewisburg. Once the Supplemental Environmental Assessment is approved, KYTC will begin contacting impacted property owners and start the land acquisition process in Lewisburg.

22

## Environmental Impacts

### Ohio Property Acquisition

- Began in 2014
- 70 of 79 parcels acquired
- All property owners contacted



23

ODOT began acquiring land in Ohio in 2014 and has acquired 70 of the 79 Ohio parcels under the original environmental approval, and 5 of the impacted businesses have already been relocated. ODOT has already contacted all impacted property owners and is continuing to acquire the remaining parcels.

Representatives from KYTC and ODOT are available at today's hearing to answer questions about land acquisition.

23

## Environmental Impacts

### Wetland, Streams, Rivers, and Floodplains

- 2.83 acres wetland impacts
- 1,018 feet impacts to poor quality streams
- 350 feet permanent impacts to the Ohio River
- Construction within a floodplain
- KYTC and ODOT will obtain necessary permits



24

The project will include 2.83 acres of permanent wetland impacts, along with 1,018 feet of permanent impacts to streams and rivers and 350 feet of permanent impacts to the Ohio River. The piers for the new companion bridge will also be built within the floodplain for the Ohio River. All of these activities require permits or approvals from various state and federal agencies. KYTC and ODOT will obtain all necessary permits and approvals before beginning any activities that impact these resources.

24

## Environmental Impacts

### Threatened or Endangered Species

- 90 acres forested habitat impacts
  - Indiana bat
  - Northern long-eared bat
  - Tricolored bat
- Mussel habitat impacts in Ohio River



The project will remove about 90 acres of vegetation that provides habitat for threatened and endangered bats. For our environmental studies, we call these areas "forested" habitat, but that includes a wide range of trees and shrubs that can be as small as three inches, and it even includes trees that have died but are still standing. In the project area, a lot of the habitat that will be removed includes shrubs and trees that have grown up next to the highway. Work in the Ohio River could also impact habitat for mussel species.

25

## Environmental Impacts

### Noise

- Increased traffic noise in residential and recreational areas in Kentucky and Ohio



Noise analyses concluded most residential and recreational areas within 500 feet of the project will be impacted by increased traffic noise.

26

## Environmental Impacts

### Temporary Construction Impacts

- Typical for large construction projects
  - Traffic
  - Air quality
  - Dust
  - Noise
  - Erosion
- Temporary and minimized as much as possible



As is typical for large construction projects, additional impacts related to traffic, air quality, dust, noise, and erosion are anticipated during construction of the project. These impacts will be temporary, and KYTC and ODOT will work to minimize them as much as possible.

27

## Environmental Impacts

### Historic Properties

- Lewisburg Historic District (KY) – 3 houses removed and minor land acquisition
- Longworth Hall (OH) – 204 feet removed



The project will have an adverse effect on two historic properties. Three houses will be removed from the Lewisburg Historic District, two of which are historic structures. A small amount of land will also be acquired from other properties in the Lewisburg Historic District. The project will also remove 204 feet from the eastern end of Longworth Hall. ODOT is in the process of purchasing the full Longworth Hall building as part of its negotiations with the property owner, and ODOT plans to use space in the building for offices and may use some outside areas for staging during construction. However, this change in ownership will not result in any additional impacts to the historic integrity of Longworth Hall.

28

## Environmental Impacts

### Public Parks

- Goebel Park Complex (KY)
  - 2.84 acres acquired
  - 360 feet of walking trail removed
  - Basketball courts removed



29

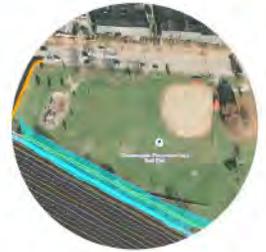
The project will also impact public parks. For the purposes of this project, KYTC is referring to the three interconnected parks – Goebel Park, Kenney Shields Park, and the Jason Bishop Memorial Dog Park – as the Goebel Park Complex. The project will acquire 2.84 acres of land from the Goebel Park Complex, including the removal of 360 feet of walking trails and the basketball courts.

29

## Environmental Impacts

### Public Parks

- Queensgate Playground and Ball Field
  - 0.72 acres of land acquisition
  - Ballfield reconfiguration
  - Noise barrier or fence



30

Under the original environmental approval, ODOT has already acquired 0.72 acres of land from the Queensgate Playground and Ball Field. In 2014, the ODOT provided funding to the City to reconfigure the ball fields to make room for the project and to build a new playground. No additional impacts are anticipated for the Queensgate Playground and Ballfield. During construction, ODOT will either build a noise barrier or a 10-foot chain link fence along the park and highway boundary to fulfill the commitments from the original environmental approval.

30

## Mitigation Measures

Measures incorporated into the project to offset unavoidable impacts



KYTC and ODOT have committed to implementing several measures to offset unavoidable impacts, which will be presented in the following slides.

31

## Mitigation Measures

### Wetland, Streams, and Rivers

- Credits for wetland and stream restoration
- 3-4 acres restored for every 1 acre of impacts
- Sediment and erosion control
- Water quality treatment (OH)



32

To offset wetland and stream impacts, KYTC will purchase credits from mitigation sites that specialize in restoring wetlands and streams. The exact acreage that will be restored will be determined during the permitting process, but it is typical for 3-4 acres to be restored for every one acre of impact. The project will also implement best management practices for sediment and erosion control both during and after construction. The Ohio portion of the project is also required to include mitigation for water quality due to increased stormwater runoff. ODOT is coordinating mitigation options with the Metropolitan Sewer District of Greater Cincinnati and the Ohio Environmental Protection Agency.

32

## Mitigation Measures

### Threatened or Endangered Species

- Tree clearing minimized
- Seasonal tree clearing restrictions
- Imperiled Bat Conservation Fund (KY)
- Mussel relocation



31

Impacts to habitat for threatened and endangered species will be mitigated by removing only the trees needed to build the project. In addition, trees will only be removed during times of the year when bats are not typically present. KYTC will also make a contribution to the Imperiled Bat Conservation Fund, which is a program that focuses on conservation efforts for these species. All of the mussels in the Ohio River will also be relocated to other areas upstream of the project before construction begins in the river.

33

## Mitigation Measures

### Temporary Construction Impacts

- Coordination with local cities, transit agencies, and incident management task force
- Traffic management, maintenance of traffic, and incident management plans
- Regular construction updates



34

KYTC and ODOT are committed to closely coordinating with local cities and agencies to minimize construction as much as possible. They will also develop Traffic Management, Maintenance of Traffic, and Incident Management plans to minimize traffic disruptions. Finally, the public can expect to receive regular updates on construction activities to allow them to plan accordingly.

34

## Mitigation Measures

### Temporary Construction Impacts (cont.)

- Measures to control dust and protect air quality
- Measures to manage construction noise
- Sediment and erosion control
- Restoration of local roadways impacted by construction (OH)



35

KYTC and ODOT will also implement a dust control plan and other measures to minimize dust during construction, measures to minimize diesel emissions, a program to monitor air quality, measures to manage construction noise, and control sedimentation and erosion. ODOT has also committed to restore roadways impacted by increased traffic during construction to pre-construction conditions.

35

## Mitigation Measures

### Lewisburg Historic District (KY)

- Historic records for structures to be removed
- \$1.2 million facade grant program
- Protection, monitoring, and repair of historic structures from vibration during construction



36

KYTC will mitigate the adverse effects to the Lewisburg Historic District by creating a historic record of structures that will be removed. KYTC is also establishing a \$1.2 million grant program that will be administered by the City of Covington to improve and rehabilitate the facades of other structures within the Lewisburg Historic District. The project team will also implement measures to protect and monitor historic structures during construction activities that may generate substantial vibration. Damage that may occur will be repaired.

36

## Mitigation Measures

### Longworth Hall (OH)

- New exterior storm windows
- East wall restoration
- Restoration and storage of windows
- Brick repairs
- Refurbished lettering
- Commemorative cornerstone
- Interpretative plaque or signage



37

ODOT will mitigate adverse effects on Longworth Hall by installing new exterior storm windows on the entire building. After the removal of 204 feet from the building's east end, any windows removed will be restored. Some will be used in the restoration of the east wall, and the rest will be stored for future reuse on the building. Bricks on the entire building will be repaired, and the lettering on the top of the building will be refurbished. A commemorative cornerstone and signs will also be added to provide information about the building's history.

37

## Mitigation Measures

### Goebel Park Complex

- Goebel Park Complex Master Plan (\$100,000)
- 2.23 acres of replacement land (net impact = 0.6 acre)
- Reconstructed walking trail
- Replacement basketball courts or other outdoor recreation facilities (\$94,500)
- Relocated outdoor pool or other comparable aquatic facility (\$1,337,400)
- Temporary basketball courts (\$75,000)



38

KYTC has coordinated with the City of Covington and has identified measures to mitigate impacts to the Goebel Park Complex. KYTC will provide \$100,000 to the City of Covington to develop a Master Plan for the Goebel Park Complex. Once the project is constructed, about 2.23 acres of land that is currently occupied by the 5th Street ramp will be turned over to the Goebel Park Complex. The project will remove 2.84 acres of land that is low-lying and prone to flooding and replace it with 2.23 acres of land that is at higher elevation and not prone to flooding. The net result is that the Goebel Park Complex will be 0.6 acres smaller after the project is built. The project will also replace the walking trail. KYTC will also provide funding to replace the basketball courts or build an equivalent outdoor recreation facility to be determined during the City's master planning process. KYTC will also provide funding to relocate the outdoor pool or build a comparable aquatic facility as identified in the City's new master plan. Finally, if the project must remove the basketball courts before the replacement facilities are built, KYTC will provide up to \$75,000 of additional funds to temporarily relocate the basketball courts within another area of the park.

38

## Mitigation Measures

### Goebel Park Complex

- *De minimis* impact
  - Minor in nature
  - No adverse effect to the park
  - Considers avoidance, minimization, mitigation, and enhancement measures
- Public comment
- City concurrence
- FHWA determination



39

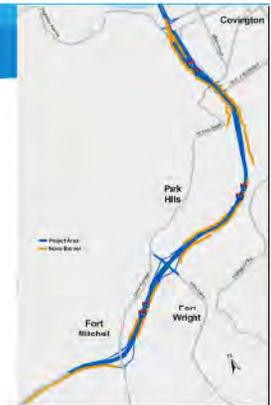
The Federal Highway Administration intends to make a determination of *de minimis* impacts to the Goebel Park Complex. *De minimis* impacts are generally minor in nature and - after taking into account avoidance, minimization, mitigation, and enhancement measures - will not result in an adverse effect to the park. The public can provide comments about impacts to the Goebel Park Complex at this hearing or during the comment period for the supplemental EA. After the public comment period is over, KYTC will obtain written concurrence from the City of Covington. FHWA will make the final *de minimis* impact determination based on the outcome of the public comment process and concurrence from the City.

39

## Mitigation Measures

### Noise Barriers

- Feasible and reasonable per State policy
- 7 proposed noise barriers in Kentucky



Noise barriers must meet a series of criteria to determine if they are feasible and reasonable before they can be proposed for construction. Kentucky and Ohio each have their own noise policies that outline the specific criteria for determining if a noise barrier is feasible and reasonable. KYTC is proposing 7 noise barriers that were found to be feasible and reasonable according to its noise policy. The noise barriers are generally on both sides of the highway and stretch from around 4th Street to south of Dixie Highway.

40

## Mitigation Measures

### Noise Barriers

- 5 proposed noise barriers in Ohio



ODOT is proposing 5 noise barriers that were found to be feasible and reasonable according to its noise policy. The noise barriers are all on the east side of I-75 and will stretch from Bank Street through the Queensgate Playground and Ball Field.

41

## Mitigation Measures

### Noise Barriers

- Separate noise public involvement
- Determined by noise policies in each state



Each state will conduct additional public involvement with the property owners and tenants who will benefit from proposed noise barriers during the final design phases for the project. Again, each state will follow its noise policy when conducting noise public involvement.

42

## Enhancement Measures

Measures incorporated into the project to further benefit surrounding communities



In addition to the mitigation measures just discussed, KYTC and ODOT will also implement several enhancement measures to introduce additional benefits to the surrounding communities.

43

## Enhancement Measures

### Noise/Visual Screening Barriers

- Above and beyond requirements of the noise policy
- 2 proposed noise/visual screening barriers in Kentucky
- Potential transparent noise walls



Two locations did not meet the requirements for noise barriers in Kentucky, but KYTC is still proposing barriers in these locations to provide enhanced noise reduction above and beyond the requirements of its policy. The first location is east of the highway, from 4th Street to Pike Street in Covington. The second location is west of the highway, near Maple Avenue in Fort Mitchell. KYTC is calling these barriers "noise/visual screening barriers," but they will be the same construction as the proposed noise barriers in other locations.

KYTC has also heard there may be interest in transparent noise barriers in some locations and is going to evaluate options to provide transparent noise barriers during that noise public involvement described earlier.

44

## Enhancement Measures

### Aesthetics

- Project Aesthetics Committee
- Local Aesthetics Subcommittees
- Iconic new companion bridge
- Landscaping and streetscaping
- Gateways
- Piers, abutments, parapets, retaining walls, noise and noise/visual screening barriers
- Translucent screen walls on Ohio bridges



KYTC and ODOT will continue to work with the project Aesthetics Committee to help develop an aesthetically pleasing, iconic new companion bridge and to incorporate aesthetics into the existing bridge. Subcommittees for Ohio, Covington, and Fort Wright/Fort Mitchell will be engaged to develop landscaping, streetscaping, gateways, and aesthetic treatments for design features such as bridge piers and retaining walls. In Ohio, translucent screen walls with interior lighting will be included on all overpass bridges.

45

## Enhancement Measures

### Pedestrian and Bicycle Improvements

- New/rebuilt sidewalks, shared-use paths, and bike lanes
- Increased transportation options
- Improved connections to transit and other destinations



The project will build new or replace existing sidewalks, shared-use paths, or bike lanes on local streets that cross or are parallel to the interstate. These improvements will increase the options available to pedestrians and bicyclists and enhance connections in the surrounding communities.

46

## Enhancement Measures

### Downtown Cincinnati

- Refinements to downtown ramps
- Approximately 10 acres opened up
- Potential redevelopment and/or public use



In coordination with the City, ODOT incorporated refinements to the downtown Cincinnati ramps will open up approximately 10 acres for potential redevelopment and/or public use.

47

## Enhancement Measures

### Ezzard Charles Drive Bridge

- 50 feet of additional green space on each side
- Potential future civic space of future retail development by the City of Cincinnati
- Design funded by ODOT
- Construction cost shared by ODOT and City



The Ezzard Charles Drive bridge in Ohio will include an additional 50 feet of green space on each side that could support potential future civic space or retail development by the City of Cincinnati. ODOT will fund the cost of the bridge design and will share the construction cost with the City.

48

## Enhancement Measures

### Stormwater

- Separation of interstate runoff
- Measures to address flooding in Peaselsburg (KY)
- Coordination with local cities and sanitation/sewer districts



ODOT and KYTC will separate all interstate runoff in the corridor from the existing combined sewer system, which will reduce the volume flowing into the combined sewer system. In addition, KYTC has committed to implementing measures to address flooding in the Peaselsburg neighborhood. KYTC and ODOT will continue to coordinate with local agencies and their respective sanitation and sewer districts to finalize stormwater details during the final design process.

49

## Enhancement Measures

### Workforce Development

- Disadvantaged business enterprise participation
- On-the-job training
- Workforce development
- Diversity & Inclusion Outreach Committee

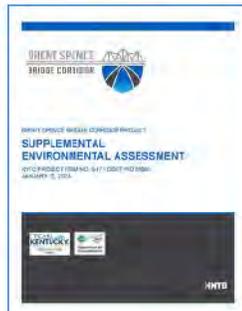


During the progressive design-build contract, KYTC and ODOT will establish goals for disadvantaged business enterprise participation in both the design and construction portions of the contract. KYTC and ODOT will also develop an on-the-job training program and a workforce development plan. KYTC and ODOT have also formed a Diversity & Inclusion Outreach Committee to provide feedback and support those efforts.

50

## Supplemental Environmental Assessment

- Full impact evaluation
- Complete list of mitigation and enhancement measures
- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



As discussed earlier, this presentation has given an overview of the notable impacts, mitigation, and enhancements for the project. Additional details are provided in the hearing exhibits and handout. You can also review the full impact evaluation, including a comparison to the impacts from the original environmental approval, and proposed mitigation and enhancement measures in the Supplemental Environmental Assessment at the web address listed here. Hard copies of the supplemental Environmental Assessment are also available for viewing at the Covington and West End public libraries.

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## Public Comments

- Verbal comments
- Written forms
- Email
- Phone
- Mail
- Website ([www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc))

Comments due:  
March 8, 2024



Comments on the supplemental Environmental Assessment can be submitted via all the methods listed here. Additional details are provided in the hearing handout. Comments provided via any one of the methods listed on this slide will be afforded equal weight in the project record. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA. Comments must be received no later than March 8, 2024 to be considered in the decision-making process.

The hearing moderator and representatives from KYTC and ODOT will be invited up front to begin the formal comment period.

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## Verbal Comments

- Speakers must register
- Organizations should select a single spokesperson
- 2-minute limit
  - Potential for additional 2 minutes at end
  - Can follow up with written comments



53

If you wish to offer public verbal comments, you must pre-register. If you have not yet registered but wish to speak, registration cards are available at the sign-in table. Please wait until your name is called to make your way to the front to speak. Any member of the public is permitted to speak; however, organizations should select a single spokesperson. All comments made during the public comment period will be recorded and become part of the public record.

To facilitate fair and orderly expression of comments, speakers will be given two minutes to state their comments. Speakers may not give away, assign, or yield unused time. Unused time is automatically forfeited. Speakers will only be called during the designated time. As the moderator, only I may call speakers. Speakers may not call other speakers. Once all registered speakers have presented, I will ask if anyone else would like to register to speak. If there are no additional speakers, those who previously presented may be permitted to speak for an additional two (2) minutes, if they choose. If desired, the speaker may follow-up on verbal comments in writing. This is not a requirement and will not provide the verbal comments additional weight.

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## Verbal Comments

### Guidelines

- Speak into the microphone
- State your name and relationship to the project (resident, business owner, interested citizen, organization, etc.)
- Speak clearly
- Keep comments relevant to the project
- Be as specific as possible



54

When I call your name, please proceed to the microphone and state your name and relationship to the project (such as whether you are a resident, business owner, interested citizen, or represent a specific organization). Please remember to speak clearly so your comments can be accurately recorded. Please keep comments relevant to the Brent Spence Bridge Corridor Project and be as specific as possible.

54

## Verbal Comments

### Conduct

- Respectful and considerate
- Respect time limits
- Demeaning or derogatory words or actions not permitted
- Respect the moderator's instructions



55

Commenters should conduct themselves as follows:

- Participants must be respectful and considerate of the opinions of others
- Participants must be considerate of the time allocated for others to speak
- Demeaning and derogatory words or actions may result in attendee(s) being asked to leave
- As the moderator, I will administer the rules and will:
  - Interrupt, warn, or terminate a participant's statements when the statements are too lengthy, personally directed, abusive, obscene, or irrelevant
  - Ask any individual to leave the hearing when that person does not observe reasonable decorum

55

## Verbal Comments

2:00

START



RESET

LIST

56



# THANK YOU!

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



This concludes the formal hearing proceedings. Please take some time to review the exhibits that are set up around the room and to talk with members of our project team. For more information or to offer feedback, please visit [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

# VERBAL COMMENT GROUND RULES



The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) recognize the value of public comments on their projects and community issues in the area surrounding those projects. To permit the fair and orderly expression of such comments, a formal verbal comment period will be provided during the public hearings. Representatives from KYTC and ODOT will listen to the comments, but no responses will be provided during the hearing. KYTC and ODOT will specifically respond in writing to all comments received, and the responses will be published as part of the public hearing record.

During the verbal comment period, the moderator of the hearing shall administer the rules of public participation, which are discussed below.

## Speaker Registration

Members of the public who wish to speak must register at the sign-in table. Any member of the public is permitted to speak; however, organizations should select a single spokesperson. Speaker registration is on a first-come, first-served basis. Pre-registration in advance of the meeting is not permitted. All comments made during the formal verbal comment period will be transcribed by a court reporter and will become part of the public record.

## Speaker Time Limits

To facilitate fair and orderly expression of comments, speakers will be allocated two (2) minutes to state their comments. Speakers may not give away, assign, or yield unused time. Unused time is automatically forfeited to the moderator. Speakers will only be called during the designated time; only the moderator may call speakers. Speakers may not call other speakers.

## Guidance for Speaker Content

We have established, based on experience, the following tips for an effective presentation:

- When called by the moderator, proceed to the microphone and state the following for the record:
  - Name
  - Relationship to the project (area resident, business owner, commuter, interested citizen, etc.)
- Please keep comments relevant to the Brent Spence Bridge Corridor Project.
- Please keep comments/concerns as specific as possible.
- Once all registered speakers have presented, the moderator will ask if anyone else would like to register to speak. If there are no additional speakers, those who previously presented will be permitted to speak for an additional two (2) minutes, if they choose.
- If desired, the speaker may follow-up on verbal comments in writing. (This is not a requirement and will not provide the verbal comments additional weight.)

# VERBAL COMMENT GROUND RULES



## Conduct

Participants must observe the following rules for conduct:

- Participants must be respectful and considerate of the opinions of others.
- Participants must be considerate of the time allocated for others to speak.
- Demeaning and derogatory words or actions may result in attendee(s) being asked to leave.
- A moderator will administer the rules. The moderator may:
  - Interrupt, warn, or terminate a participant's statements when the statements are too lengthy, personally directed, abusive, obscene, or irrelevant.
  - Request any individual to leave the meeting when that person does not observe reasonable decorum.

## Special Assistance or Accommodation

Persons attending the hearing who are hearing or visually impaired and have special requirements or a condition that requires special assistance or accommodations should contact one of the meeting coordinators as soon as possible. Advanced notice is necessary in order for us to make arrangements to accommodate special needs.

## Other Comment Opportunities

We welcome comments from members of the public who did not have the opportunity or did not wish to make an oral presentation. Comments may be submitted using any of the methods listed below:

- Verbal comments may be dictated one-on-one to the court reporter during the informal open-house portion of this hearing (in-person hearings only).
- Website: [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)
- Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
- Phone: 1-800-831-2142
- Written comment forms are available at this hearing and can be placed in the provided comment box or mailed to the address on the back of the comment form.

All comments carry equal weight, no matter how they are submitted. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA.

Comments must be received by no later than **March 8, 2024** to be considered in the decision-making process.

This participant guide is for the Brent Spence Bridge Corridor Project virtual public hearing. The hearing will be broadcast to [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

## GETTING STARTED

### Join by Computer

- Visit the project website at the hearing start time (**February 22, 2024 at 5:30 p.m.**):
- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).
- If you don't see the hearing video begin at the start time, you may need to refresh your browser.
- If you see a play button on the screen, press play to activate the live feed.

### Join by Phone

- Call 855-925-2801.
- Enter the code **10049** and follow the prompts.
- Press **1** to listen to the virtual public hearing.
- During the formal verbal comment period, you may press \* at any time enter the speaker queue.

### Audio

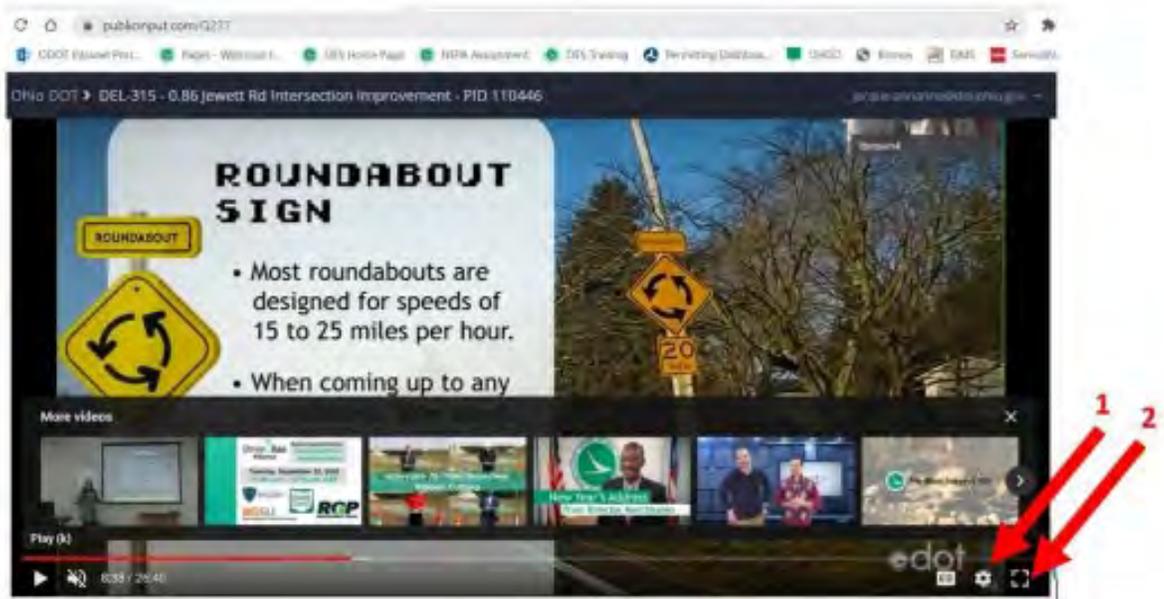
Participants connecting to the virtual public hearing through [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) should automatically be connected to audio through the computer speakers/headset or smartphone/tablet/device.

- Participants may choose to listen to the hearing by phone if the connection is bad.
- If you see presenters talking but do not hear audio, try changing your audio connection.
- If that does not work, use the chat box to send a message to the team to let them know you are not getting sound.

Participants will remain muted until the formal verbal comment period following the hearing presentation.

### Video

If the video is not clear, you can adjust video settings by clicking on the settings icon (see **1** in the graphic on the next page) at the bottom of the screen and selecting the appropriate pixel setting (higher number = better quality). Clicking on the screen icon (see **2** on the graphic on the next page) to enlarge the window to full screen may help as well.



### Special Assistance or Accommodation

Persons attending the virtual public hearing who require interpretation or translation services, or a reasonable accommodation due to a disability should contact Keith Smith at 1-800-831-2142 or [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) no later than February 20, 2024.

### Public Comments

Comments may be submitted using any of the methods listed below. KYTC, ODOT, and FHWA will consider and respond to all comments before issuing a final decision on the supplemental EA.

- Public verbal comments will be accepted after the formal presentation during the virtual public hearing. Comments will be limited to 2 minutes.
- Hearing chat: When the hearing begins, a chat box will appear on the right side of the screen next to the video window. Comments may be typed in the chat box at any time during the hearing and submitted by clicking the “submit” button. The chat will remain private during the hearing, but the project team will receive all submissions and include them as written comments in the project record.
- Website: [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)
- Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov)
- Phone: 1-800-831-2142
- A written comment forms may be downloaded from [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) and mailed to:

ODOT District 8 Office  
Attn: Keith Smith  
505 South State Route 741  
Lebanon, OH 45036-9518

All comments carry equal weight, no matter how they are submitted. Comments must be received by **no later than March 8, 2024** to be considered in the decision-making process.

## VIRTUAL PUBLIC HEARING GROUND RULES

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) recognize the value of public comments on their projects and community issues in the area surrounding those projects. To permit the fair and orderly expression of such comments, a formal verbal comment period will be provided during the public hearings. Representatives from KYTC and ODOT will listen to the comments, but no responses will be provided during the hearing. KYTC and ODOT will specifically respond in writing to all comments received, and the responses will be published as part of the public hearing record.

During the verbal comment period, the moderator of the hearing shall administer the rules of public participation, which are discussed below.

### Hearing Procedure

- The virtual public hearing will be recorded. All comments are public record.
- At the beginning of the hearing, all attendees will be muted and will remain muted until the formal verbal comment period.
- After the presentation has concluded, there will be a formal verbal comment period.

### Speaker Eligibility

Any member of the public is permitted to speak; however, organizations should select a single spokesperson. Speakers will be unmuted on a first-come, first-served basis. You may enter the speaker's queue by calling **855-925-2801**, enter the code **10049**, press the \* key, and then enter **3**. When it is your turn to speak, you will hear an automated message indicating that your microphone has been unmuted, and the moderator will invite you to begin sharing your comment.

### Speaker Time Limits

To facilitate fair and orderly expression of comments, speakers will be given two (2) minutes to state their comments. Speakers may not give away, assign, or yield unused time. Unused time is automatically forfeited to the moderator. Speakers will only be called (unmuted) during the designated time.

### Guidance for Speaker Content

We have established, based on experience, the following tips for an effective presentation:

- When offering spoken comments, please mute or turn down your commuter speakers to prevent the sound from echoing while you are speaking.
- When it is your turn to speak, please speak clearly and state the following for the record:
  - Name
  - Relationship to the project (area resident, business owner, commuter, interested citizen, etc.)
- Please keep comments relevant to the Brent Spence Bridge Corridor Project.
- Please keep comments/concerns as specific as possible.

- Once all speakers have presented, the moderator will ask if anyone else would like to speak. If there are no additional speakers, those who previously presented will be permitted to speak for an additional two (2) minutes by calling back into the speaker queue.
- If desired, the speaker may follow-up on verbal comments in writing. (This is not a requirement and will not provide the verbal comments additional weight.)

### **Conduct**

Participants must observe the following rules for conduct:

- Participants must be respectful and considerate of the opinions of others.
- Participants must be considerate of the time allocated for others to speak.
- Demeaning and derogatory words or actions may result in attendee(s) being muted and/or asked to leave the virtual public hearing.
- A moderator will administer the rules. The moderator may:
  - Interrupt, warn, or terminate a participant's statements when the statements are too lengthy, personally directed, abusive, obscene, or irrelevant.
  - Mute an individual and/or request any individual to leave the hearing when that person does not observe reasonable decorum.

1 The Brent Spence Bridge Hearing

2  
3 Moderated by Erica Johnson

4 Tuesday, February 20, 2024

5 1:00 p.m.

6  
7  
8 Radisson Hotel

9 668 West 5th Street

10 Covington, KY 41011

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12  
13  
14  
15 Reported by: Marianne Hissong

16 JOB NO.: 6410071

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1 After the presentation, representatives  
 2 from ODOT and KYTC are going to receive formal spoken  
 3 comments. And if you'd like to make a comment during  
 4 that time and you haven't done so already, we're just  
 5 going to ask that you sign up at the table in the back  
 6 of the room.

7 And we'll go through the rules for that  
 8 comment period when we get to it; but as you're  
 9 thinking through, if you'd just plan on limiting your  
 10 remarks to two minutes, please, and also know that  
 11 KYTC and ODOT aren't going to be responding to any  
 12 comments or answering any questions during that time  
 13 either. They're going to be formally responding to  
 14 all comments in writing at the conclusion of the  
 15 comment period for the Supplemental Environmental  
 16 Assessment.

17 And I'd also like to make everyone  
 18 aware that we do have a court reporter present with us  
 19 this afternoon who's going to be transcribing  
 20 everything that I say during this presentation and  
 21 everything that is said during that comment period, as  
 22 well.

23 So now that we have all of that out of  
 24 the way, let's get started, and let's talk about how  
 25 we got here today.

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1 So planning for this project began 20  
 2 years ago in 2004 when KYTC and ODOT began formally  
 3 studying ways to improve I-71 and I-75 in Kentucky and  
 4 Ohio. And through extensive study and public  
 5 involvement, they identified one preferred alternative  
 6 that we're calling Selected Alternative I; and  
 7 Selected Alternative I received environmental approval  
 8 in 2012.

9 Now since 2012, KYTC and ODOT have been  
 10 studying ways to improve the project's design and to  
 11 reduce its impacts and costs and to provide additional  
 12 benefits. And through those studies, they identified  
 13 a suite of refinements that we're calling Refined  
 14 Alternative I.

15 And in 2021, they began preparing a  
 16 Supplemental Environmental Assessment. And they went  
 17 through an extensive process of updating all of those  
 18 original environmental studies and also impacting the  
 19 impact -- updating the impact analysis for Refined  
 20 Alternative I. And the information in that  
 21 Supplemental Environmental Assessment is what we're  
 22 presenting at this hearing.

23 So the purpose and need for the project  
 24 was established very early in that study process back  
 25 around 2006, and it hasn't changed. The purpose and

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1 need for the project is to improve traffic flow and  
 2 level of service, which is the measure of how well  
 3 traffic moves through the corridor; it's to improve  
 4 safety; to correct geometric deficiencies, such as  
 5 narrow shoulders; and to maintain connections to key  
 6 transportation corridors.

7 Now, several key design elements  
 8 haven't changed since that original environment  
 9 approval. Okay? So Refined Alternative I does not  
 10 change the mainline layout of the interstate through  
 11 the project area. It also doesn't change the number  
 12 of lanes, and it continues to provide a  
 13 collector-distributor roadway system. And we'll talk  
 14 a little bit more about what that is in just a couple  
 15 of slides, all right?

16 What Refined Alternative I does do is  
 17 it reduces the project footprint and therefore its  
 18 impact. It also improves how the project will  
 19 operate. And it does that without creating any  
 20 substantial new or increased impacts.

21 So let's do a quick overview of Refined  
 22 Alternative I. It's going to widen 7.8 miles of I-71  
 23 and I-75 beginning around Marshall Avenue in Ohio and  
 24 stretching down through south of Dixie Highway in  
 25 Kentucky. And in that stretch of road, we're going to

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1 rebuild every overpass bridge and interchange.  
 2 The project is also going to build a  
 3 new collector-distributor system from around Ezzard  
 4 Charles Drive in Ohio down to south of 12th Street in  
 5 Kentucky.

6 Now, a collector-distributor roadway  
 7 system is a system of roads that's built parallel to  
 8 the interstate, and they're for local traffic. So  
 9 sometimes we hear them called "local lanes."

10 So the way they work is if you were on  
 11 the interstate and you want to access the local  
 12 streets, you're first going to exit onto a  
 13 collector-distributor road, and from there you could  
 14 access the local streets. And it works the same in  
 15 the other direction. If you're on a local street and  
 16 you want to get on the interstate, you're first going  
 17 to enter a collector-distributor road; and then that's  
 18 going to funnel you onto the interstate.

19 And the purpose is to reduce the number  
 20 of places where people are getting on and off the  
 21 freeway to preserve traffic flow and safety.

22 The project is also going to extend  
 23 some existing frontage roads along Bullock Street and  
 24 Simon Kenton Way to improve north-south connectivity  
 25 in Covington, and it's going to build another set of

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1 collector-distributor lanes between Kyles Lane and  
 2 Dixie Highway in Kentucky.  
 3 Now, that existing Brent Spence Bridge  
 4 is going to be rehabilitated and have some repairs  
 5 made on that structure. And many of you probably know  
 6 that all decks of that bridge today are four lanes  
 7 with no shoulders. And Refined Alternative I is going  
 8 to restripe both the lower and the upper decks of that  
 9 bridge to provide three lanes with inside and outside  
 10 shoulders. And the existing bridge is now going to  
 11 become part of the collector-distributor roadway  
 12 system and is going to move local traffic across the  
 13 Ohio River.  
 14 Immediately to the west, we're going to  
 15 build a brand-new double-decker companion bridge. And  
 16 that bridge is going to have five lanes on each deck,  
 17 and it's going to move interstate traffic across the  
 18 river. Now, the exact design of that new companion  
 19 bridge hasn't been determined yet, but there are two  
 20 options under consideration.  
 21 The first is an arch bridge, and this  
 22 is what a standard arch bridge would look like. And  
 23 the second is a cable-stayed bridge, and this is what  
 24 a standard cable-stayed bridge would look like.  
 25 So regardless of the bridge design

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1 that's ultimately chosen, and that will be chosen  
 2 based on a technical analysis by the design team, KYTC  
 3 and ODOT are going to work with the designer to make  
 4 sure that that new companion bridge is an iconic  
 5 structure that's visually stunning. And we're also  
 6 going to continue working with an aesthetics committee  
 7 that's been established for the project to obtain  
 8 local feedback and input on the design and the  
 9 appearance of that bridge.  
 10 So all of those improvements that we  
 11 just described are estimated to cost \$3.6 billion, and  
 12 that includes all costs to deliver the project from  
 13 planning all the way through to the end of  
 14 construction.  
 15 And the project is going to be built in  
 16 three phases. Now, in this graphic, north is to your  
 17 right, all right? So Phase I is shown in yellow here.  
 18 It will begin around Marshall Avenue and stretch to  
 19 Findlay Street in Ohio. Phase I is currently under  
 20 design and construction is expected to begin in 2029.  
 21 Phase II is shown in red here. It's  
 22 going to begin around Findlay Street and stretch to  
 23 Linn Street in Ohio. Phase II is also currently under  
 24 design, and it's going to be beginning construction by  
 25 2026.

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1 Phase III is shown in blue here. It's  
 2 the remaining six miles of the corridor including that  
 3 new companion bridge. Construction on Phase III is  
 4 expected to begin in 2025, although you might see some  
 5 limited activity starting in late 2024.  
 6 So that progressive design-build  
 7 contract, it presents a unique opportunity for the  
 8 design-build team to develop some further innovations  
 9 for the design of that southern six miles of the  
 10 corridor.  
 11 So Refined Alternative I represents the  
 12 base design for the project, and that's what's  
 13 evaluated in the Supplemental Environmental  
 14 Assessment, and that's what we're presenting at  
 15 today's hearing.  
 16 KYTC and ODOT are going to evaluate  
 17 innovation concepts that are developed by the  
 18 design-build team. And concepts that improve project  
 19 quality, shorten the schedule, reduce impacts and  
 20 costs, support project goals, and have support at the  
 21 local level, may be incorporated into the project.  
 22 The design-build team is currently  
 23 working through an innovation period where they're  
 24 developing dozens of refinement options, including  
 25 ideas that have been generated through coordination

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1 with local municipalities and through public comments  
 2 that we've received over the last couple of years.  
 3 And those concepts are still being  
 4 evaluated for constructability and cost. And KYTC and  
 5 ODOT are going to spend the next several months  
 6 vetting feasible suggestions with the local  
 7 municipalities and wants to have the chance to review  
 8 any comments that come in through this process before  
 9 they make any final decisions. So based on the  
 10 current project schedule, they expect to be sharing  
 11 refinements around May of this year.  
 12 So we're going to shift gears a little  
 13 bit now, and we're going to discuss the impacts of  
 14 that base design, Refined Alternative I, on both the  
 15 human and in natural environment.  
 16 So the Supplemental Environmental  
 17 Assessment, it evaluated the project's potential  
 18 effects in over 30 resource areas. And KYTC and ODOT  
 19 have diligently worked to reduce and avoid and  
 20 minimize impacts as much as possible; and as a result,  
 21 only minor effects and impacts are predicted for most  
 22 of the areas that were studied. And net benefits are  
 23 predicted in several areas, such as how the corridor  
 24 will look after the project is built and community  
 25 cohesion.

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1 So as we take the next several slides  
 2 and we're going to focus on the more notable impacts  
 3 of Refined Alternative I. And we're going to start by  
 4 just going through what those impacts are expected to  
 5 be, and then we're going to circle back around, and  
 6 we're going to discuss measures to offset those  
 7 impacts and also to provide additional benefits.  
 8 So let's start with land acquisition.  
 9 51.2 acres of land will be acquired to build the  
 10 project. And that will include relocating four  
 11 residences. It will include the partial relocation of  
 12 one business and the full relocation of 24 commercial  
 13 properties or businesses.  
 14 Now, everyone who needs to move because  
 15 of the project is going to receive relocation  
 16 assistance from KYTC and ODOT. And one of those 24  
 17 commercial properties is a radio tower in Kentucky.  
 18 And 14 of those business relocations are all tenants  
 19 in portions of Longworth Hall that are going to be  
 20 impacted by the construction in Ohio, and those  
 21 tenants are going to be given the opportunity to  
 22 relocate to other available space within Longworth  
 23 Hall if that's what they want to do.  
 24 So in early 2022, KYTC began acquiring  
 25 property in Kentucky under that original environmental

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1 approval, and KYTC has already contacted the majority  
 2 of impacted property owners. They haven't yet begun  
 3 acquiring property in Lewisburg. After the  
 4 Supplemental Environmental Assessment receives its  
 5 final approval, then KYTC is going to begin contacting  
 6 the impacted property owners and begin that land  
 7 acquisition process in Lewisburg.  
 8 ODOT began acquiring property in Ohio  
 9 in 2014, also under that original environmental  
 10 approval. And ODOT's already acquired 70 of the 79  
 11 parcels needed to build the project in Ohio, and  
 12 they've already relocated five of those businesses  
 13 that we discussed needed to be relocated two slides  
 14 ago. ODOT has already contacted all impacted property  
 15 owners in Ohio, and they're continuing to acquire the  
 16 remaining properties.  
 17 If you have any questions about land  
 18 acquisition, we do have members of the project team  
 19 here today who are able to speak with you one-on-one  
 20 about that when we're done with this formal portion of  
 21 the hearing.  
 22 So let's talk a little bit about some  
 23 impacts to the natural environment. Refined  
 24 Alternative I will permanently impact about 2.8 acres  
 25 of wetlands and a little over a thousand feet of

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1 streams, and the piers for that new companion bridge  
 2 are going to impact about 350 feet of the Ohio River  
 3 and portions of its floodplain.  
 4 Now, all of these impacts also require  
 5 various state and federal permits and approvals. And  
 6 KYTC and ODOT are going to make sure that they obtain  
 7 those necessary permits and approvals before any  
 8 construction begins that will impact these critical  
 9 resources.  
 10 The project is also going to remove  
 11 about 90 acres of vegetation that provides habitat for  
 12 threatened and endangered species. So for  
 13 environmental analyses, we call this "forested  
 14 habitats," but it really consists of a variety of  
 15 trees and shrubs. Some of them are as small as three  
 16 inches in diameter, and it even includes dead trees  
 17 that are still standing. Okay? And for this project,  
 18 a lot of the habitat that is going to be removed is  
 19 trees and shrubs that have grown up next to the  
 20 highway.  
 21 The piers for that new companion bridge  
 22 are also going to impact mussel habitat in the Ohio  
 23 River.  
 24 Noise studies that were prepared for  
 25 the project concluded that the majority of the

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1 residential and recreational areas in the project area  
 2 within 500 feet of the corridor will be impacted by  
 3 increased traffic noise.  
 4 And as is typical for large projects  
 5 such as this, we do expect that there are going to be  
 6 some additional impacts during construction. We do  
 7 expect that traffic congestion is going to increase,  
 8 and there could be some additional impacts in terms of  
 9 dust, air quality, noise, and erosion. But those  
 10 impacts are going to be temporary, and the project  
 11 team is working to minimize them as much as possible.  
 12 Refined Alternative I will also have an  
 13 adverse effect on two historic properties. The first  
 14 is the Lewisburg Historic District in Kentucky. Three  
 15 structures are going to be removed from that Historic  
 16 District. Two of those are historic themselves. And  
 17 there's going to be some small amounts of land that  
 18 are going to be acquired from some other properties  
 19 within the district.  
 20 In Ohio, they're going -- the project  
 21 is going to require the removal of 204 feet of the  
 22 east wall of the east end of Longworth Hall. And I do  
 23 also want to let you know that ODOT is currently in  
 24 the process of purchasing the entire Longworth Hall  
 25 building as a result of their negotiations with that

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1 property owner, and ODOT and KYTC do plan to use some  
 2 office space inside that building and some of the  
 3 exterior grounds during construction. But ODOT's  
 4 ownership of the whole building and their activities  
 5 inside and outside during construction, aren't  
 6 expected to have any further impacts to its historic  
 7 integrity.

8 Before we talk about park impacts, I do  
 9 want to clarify that for this project, we've been  
 10 considering three interconnected parks in Covington,  
 11 the Goebel Park; Kenney Shields Park; and the Dog  
 12 Park, as one large recreation complex that we're  
 13 calling the Goebel Park Complex. And Refined  
 14 Alternative I is going to remove 2.84 acres of land  
 15 from the Goebel Park Complex, as well as 360 feet of a  
 16 walking trail and the basketball courts.

17 At the Queensgate Playground and Ball  
 18 Field, ODOT acquired .72 acres of land under that  
 19 original environmental approval. And in 2014, they  
 20 provided funding to the City of Cincinnati to  
 21 reconfigure those ball fields to make room for the  
 22 project.

23 So if you've been around for a little  
 24 while, you might remember that those ball fields used  
 25 to have two smaller ball fields. By using that money

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1 provided by ODOT, the City reconfigured the park to  
 2 provide that one all-star-sized ball field that's  
 3 there today, and they added the playground.

4 So Refined Alternative I isn't going to  
 5 have any further impacts to the Queensgate Playground  
 6 and Ball Field. During construction, ODOT is going to  
 7 build either a noise barrier or a 10-foot chain link  
 8 fence along the park-highway boundary to fulfill the  
 9 commitments from that original environmental approval.

10 So that takes us through the more  
 11 notable impacts of Refined Alternative I. So like I  
 12 promised, now we can circle back around, and we're  
 13 going to discuss mitigation measures.

14 So mitigation measures are measures  
 15 that are already included in the project to offset  
 16 those impacts that we just walked through. For  
 17 example, KYTC is going to mitigate wetland and stream  
 18 impacts by purchasing credits with mitigation sites  
 19 that specialize in restoring wetlands and streams.

20 And the exact acreage that will be restored will be  
 21 determined during that -- remember that permitting  
 22 process we were talking about a few slides ago? But  
 23 it's very typical that three to four acres are  
 24 restored for every one acre that's impacted.

25 The project is also going to include

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1 best management practices to control sediment and  
 2 erosion from further impacting wetlands and streams,  
 3 both during construction and after the project is  
 4 built.

5 And in Ohio, they're required to  
 6 mitigate for water quality because of increased  
 7 stormwater runoff. And ODOT has been coordinating  
 8 mitigation options with the Sewer District and the  
 9 Ohio Environmental Protection Agency, and those  
 10 mitigation measures are going to be finalized during  
 11 the detailed design phases.

12 So now -- mitigate impacts to  
 13 threatened and endangered species habitat. Only the  
 14 trees and shrubs necessary to build the project are  
 15 going to be cleared. And where the trees and shrubs  
 16 are removed, that's only going to happen during  
 17 certain times of the year when those threatened and  
 18 endangered bats don't tend to use those types of  
 19 habitats. And KYTC is going to be making a  
 20 contribution to the Imperiled Bat Conservation Fund,  
 21 which is a program that specializes in conservation  
 22 efforts for those species.

23 And in the Ohio River, in the project  
 24 area, all the mussels that are in the project area are  
 25 going to be relocated to other places upstream from

Page 21

1 the project before any construction begins in the Ohio  
 2 River.

3 In terms of construction impacts, KYTC  
 4 and ODOT are committed to working closely with the  
 5 local municipalities and agencies and stakeholders to  
 6 minimize those impacts as much as possible. They're  
 7 going to be developing detailed Traffic Management,  
 8 Maintenance of Traffic, and Incident Management plans  
 9 to minimize disruptions. And you, the public, can  
 10 expect frequent updates on construction activities so  
 11 that you can plan accordingly during that construction  
 12 process.

13 The project team is also going to  
 14 implement a dust control plan and measures to minimize  
 15 diesel emissions to monitor and protect air quality,  
 16 to manage noise, and to control sediment and erosion  
 17 during construction activities. And in Ohio, ODOT  
 18 is committed to restoring the local roadways that  
 19 might have increased traffic during the construction  
 20 back to the condition that they were in before  
 21 construction began.

22 KYTC is going to mitigate those adverse  
 23 effects in the Lewisburg Historic District by creating  
 24 historic records of those structures that are going to  
 25 be removed. They're also establishing a \$1.2 million

Page 22

1 grant that's going to be administered by the City of  
 2 Covington to improve the facades of other structures  
 3 in that Historic District.  
 4 And during construction, the project  
 5 team is going to develop a plan and a program to  
 6 monitor and protect sensitive historic resources  
 7 during construction activities that could cause a lot  
 8 of vibration. And if that monitoring shows that any  
 9 damage has occurred, it will be repaired.  
 10 ODOT is going to mitigate those adverse  
 11 effects to Longworth Hall by installing new exterior  
 12 storm windows on the entire building. And after that  
 13 204 feet is removed, they're going to rebuild that  
 14 east wall to more closely resemble its original  
 15 design. And the windows that are removed are going to  
 16 be restored, and they're going to be used in the  
 17 reconstruction of that east wall. And if any are left  
 18 and if there are other materials that have historic  
 19 integrity, they're going to be stored on-site so they  
 20 could be used for future repairs of the building.  
 21 ODOT's also going to be repairing  
 22 bricks on the entire structure and refurbishing the  
 23 lettering that's on the top of the structure. And  
 24 you're also going to see a new sign and a new  
 25 cornerstone explaining the history of the building and

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1 its contribution to the history of the area.  
 2 KYTC has been coordinating with the  
 3 City of Covington to develop mitigation measures for  
 4 the Goebel Park Complex. So KYTC is going to provide  
 5 \$100,000 to the City of Covington to prepare a Master  
 6 Plan for the entire Goebel Park Complex. KYTC is also  
 7 going to reconstruct that walking trail. And after  
 8 the project is finished, there are 2.23 acres of land  
 9 that are currently occupied by the 5th Street ramp, --  
 10 right out here, right outside of this room -- and that  
 11 land is going to be freed up by the project, and the  
 12 KYTC is going to give it back to the Goebel Park  
 13 Complex.  
 14 So Refined Alternative I is going to  
 15 remove 2.84 acres from the southwest portion of the  
 16 Goebel Park Complex. And that land is low-lying, and  
 17 it does tend to flood, and they're going to replace  
 18 with 2.23 acres of land in the northwest portion of  
 19 the complex. And that land is at a higher elevation,  
 20 and it's not prone to flooding. And the net result is  
 21 that the Goebel Park Complex will be .6 acres smaller  
 22 after the project is built.  
 23 Continuing with those mitigation  
 24 measures, KYTC is going to fund the replacement of  
 25 those basketball courts or the construction of a

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1 comparable outdoor recreational facility. And that's  
 2 going to be based on the outcome of those Master Plan  
 3 efforts by the City of Covington.  
 4 KYTC is also going to fund the  
 5 relocation of the outdoor pool or the construction of  
 6 a comparable aquatic facility, again, depending on  
 7 what comes after those Master Plan efforts by the  
 8 City.  
 9 And finally, if the project requires  
 10 the basketball courts to be removed before a permanent  
 11 replacement is built, KYTC will provide additional  
 12 project funds to relocate them to another place in the  
 13 complex on a temporary basis.  
 14 So the Federal Highway Administration  
 15 intends to make a de minimis impact determination for  
 16 the impacts of the Goebel Park Complex. Now, that's  
 17 just a fancy Latin way of saying that the impacts are  
 18 considered to be minor in nature; and after we've  
 19 considered avoidance and minimization and mitigation  
 20 and enhancement, they won't adversely affect the park.  
 21 So the public has an opportunity to  
 22 comment on the impacts to the Goebel Park Complex at  
 23 this hearing and during the comment period before the  
 24 Supplemental Environmental Assessment. And once that  
 25 that comment period is over, KYTC is going to obtain

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1 written concurrence from the City of Covington. And  
 2 the Federal Highway Administration is going to make  
 3 that final de minimis impact determination based on  
 4 the outcome of the public comments and concurrence  
 5 from the City.  
 6 So let's talk about noise barriers for  
 7 just a minute. So noise barriers have to meet a  
 8 serious of criteria that demonstrate that they're both  
 9 feasible and reasonable before they can be proposed  
 10 for construction. And KYTC and ODOT have their own  
 11 noise policies that define what those criteria are in  
 12 each state.  
 13 So, for example, in Kentucky KYTC is  
 14 going to -- is proposing seven noise barriers that  
 15 meet the requirements of their noise policy. They're  
 16 shown in orange on the slide here. They're generally  
 17 on both sides of the interstate. They begin around  
 18 4th Street in Covington and stretch down through south  
 19 of Dixie Highway in Fort Mitchell.  
 20 ODOT is proposing five noise barriers  
 21 in Ohio that meet the requirements of their noise  
 22 policy. Those noise barriers are also shown in orange  
 23 on this slide. They're all on the east side of the  
 24 interstate. They begin around Bank Street and they  
 25 stretch down through the Queensgate Playground and

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1 Ball Field.  
 2 Now, both KYTC and ODOT are going to be  
 3 doing additional public involvement with the property  
 4 owners and the tenants who will benefit from those  
 5 noise barriers that I just showed you. Now, each  
 6 state is going to follow their own noise policy in how  
 7 to go about that public involvement, but you can  
 8 expect that it will be occurring during the detailed  
 9 design phases of the project.  
 10 All right. So let's bring this  
 11 presentation home by talking about enhancement  
 12 measures. Enhancement measures are measures that are  
 13 also already incorporated into the project to provide  
 14 additional benefits to the surrounding communities.  
 15 So to start, I want to go right back to  
 16 noise. There are two locations in Kentucky that  
 17 didn't quite meet all of the criteria in their noise  
 18 policy, but KYTC has decided to go above and beyond  
 19 this policy and propose barriers in those locations  
 20 anyway. So they're shown in green here. The first is  
 21 located east of the interstate. It begins around 4th  
 22 Street and stretches to Pike Street in the Mainstrasse  
 23 area of Covington. The second noise barrier is west  
 24 of the interstate in the vicinity of Maple Avenue in  
 25 Fort Mitchell.

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1 Now, because those barriers don't meet  
 2 the strict requirements of KYTC's noise policy,  
 3 they're calling them "noise/visual screening  
 4 barriers." But I want you to be aware that they are  
 5 the exact same construction as those other seven  
 6 proposed noise barriers that we discussed in the  
 7 mitigation section, okay?  
 8 The KYTC has also heard some feedback  
 9 that there's some interest in transparent noise  
 10 barriers in some locations, and they're going to be  
 11 continuing to evaluate those options as they work  
 12 through that noise public involvement that we  
 13 discussed.  
 14 Another example of an enhancement is  
 15 the efforts that are being put into improving the look  
 16 of the corridor. So KYTC and ODOT are going to  
 17 continue coordinating with the project's Aesthetic  
 18 Committee to develop a new companion bridge that's  
 19 both iconic and aesthetically pleasing. And they're  
 20 also going to identify enhancements to the look of the  
 21 existing Brent Spence Bridge.  
 22 And they're going to continue  
 23 coordinating with aesthetics subcommittees that have  
 24 been established in Covington, Fort Mitchell, Fort  
 25 Wright, and Ohio to finalize the landscaping and

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1 streetscaping plans; the gateway opportunities;  
 2 aesthetic treatments for various design features such  
 3 as bridge piers and retaining walls; and in Ohio, all  
 4 of the overpass bridges are going to have translucent  
 5 screen walls with lights in the inside of the panels.  
 6 I think that will look kind of cool as you're driving  
 7 around the corridor.  
 8 The project is going to build new or  
 9 will rebuild existing sidewalks, shared-use paths,  
 10 and/or bike lanes on all of the local streets that  
 11 cross the interstate and project area and on several  
 12 of the local streets that are parallel to the  
 13 interstate, as well. We expect this is going to  
 14 improve options for our bicyclists and pedestrians and  
 15 improve connections in the communities in the project  
 16 area.  
 17 Another example of an enhancement is  
 18 how ODOT worked with the City of Cincinnati to  
 19 reconfigure the ramps in Downtown and open up about  
 20 ten acres of land that the City can then use for some  
 21 potential future developments or public space. ODOT  
 22 is also committed to building an extra 50 feet of  
 23 green space on both sides of the Ezzard Charles Drive  
 24 bridge that the City of Cincinnati can then use for  
 25 some potential future civic space or retail

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1 development.  
 2 Now, ODOT's committed to funding the  
 3 design of that widened structure and they're going to  
 4 share the cost of building it with the City of  
 5 Cincinnati.  
 6 In terms of stormwater, both KYTC and  
 7 ODOT are separating all interstate runoff in the  
 8 project area from existing combined sewer systems.  
 9 And as the modeling shows, it's going to substantially  
 10 reduce the amount of water flowing into those combined  
 11 sewer systems.  
 12 KYTC is also committed to implementing  
 13 measures to reduce flooding in the Peaselburg area.  
 14 And both states are going to continue working with  
 15 local agencies and their respective sanitary and sewer  
 16 districts to finalize those stormwater details as we  
 17 move through the final designs of the project.  
 18 And finally, during the progressive  
 19 design-build contract for that southern six miles of  
 20 the corridor, KYTC and ODOT are developing goals to  
 21 provide opportunities for disadvantaged business  
 22 enterprises to participate in both the design and the  
 23 construction portions of that contract. They're also  
 24 establishing an on-the-job training program and a  
 25 workforce development plan. And they've already

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1 formed the Diversity & Inclusion Outreach Committee to  
 2 provide feedback and to support those efforts.  
 3       Okay. That wraps up our discussion of  
 4 the notable impacts, mitigation methods, and  
 5 enhancement methods for Refined Alternative I. You  
 6 can read the full impact evaluation, including a  
 7 comparison to what was in that original environmental  
 8 approval, and you can see a comprehensive list of  
 9 every single mitigation and enhancement measure in the  
 10 Supplemental Environmental Assessment.  
 11       We do have some copies of that document  
 12 here that you can look through today, or you can read  
 13 it at your leisure at the website that's included on  
 14 the screen. Or if you prefer, we do have printed  
 15 copies of the -- at Covington and West End Public  
 16 Libraries.  
 17       So we're just about to move into our  
 18 public comment period. But before we do that, I just  
 19 wanted to make you aware that providing a formal  
 20 spoken comment this afternoon is only one way that you  
 21 can comment on the project. You can comment by any of  
 22 the ways that are listed here on your screen, and  
 23 there's some more detail provided in your handout.  
 24       Every comment, no matter how we receive  
 25 it, is afforded equal weight in the project record.

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1 And KYTC, ODOT, and the Federal Highway Administration  
 2 are going to consider and formally respond in writing  
 3 to all comments before making a final decision on the  
 4 Supplemental Environmental Assessment.  
 5       So I do want to thank you guys for your  
 6 attentiveness and patience during that presentation.  
 7 And we're going to start that formal public comment  
 8 period. And I'd like to start by introducing you to  
 9 Stefan Spinosa, who's the project manager with the  
 10 Ohio Department of Transportation, and Stacey Hans,  
 11 who's the project manager with the Kentucky  
 12 Transportation Cabinet. And they're going to be  
 13 receiving comments on behalf of ODOT and KYTC this  
 14 afternoon.  
 15       And lastly, I'd like to introduce you  
 16 to Erica Johnson. She's also with HNTB, and she's  
 17 going to be moderating the public comment portion of  
 18 today's hearing. Thank you, everyone.  
 19       MS. JOHNSON: Thank you, everyone. I'm  
 20 going to get ready for verbal comments. If you have  
 21 not signed up in the back of the room at the sign-in  
 22 table and would like to provide a verbal comment,  
 23 please do so now, and you'll be added to the list.  
 24       For those that have already registered,  
 25 I'm going to go through some ground rules and kind of

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1 what to expect and kind of refresh your memories of  
 2 what Jodi just spoke about during the beginning of the  
 3 presentation.  
 4       If you wish to offer public verbal  
 5 comments, you must pre-register back at the sign-in  
 6 table. If you have not registered yet, please -- to  
 7 speak, please register -- add your -- I'm tongue tied  
 8 today. Add your name to the registration cards.  
 9 They're available at the sign-in table.  
 10       Please wait until your name is called  
 11 to make your verbal comment. Any member of the public  
 12 is permitted to speak; however, organizations should  
 13 select one single spokesperson to represent an  
 14 organization today.  
 15       All comments made during the public  
 16 comment period will be recorded and become part of the  
 17 public record. To facilitate fair and orderly  
 18 expression of comments, speakers will be given two  
 19 minutes to state their comments. Speakers may not  
 20 automatically give away, assign, or yield unused time  
 21 of that two minutes. Unused time will automatically  
 22 be forfeited, and speakers will only be called during  
 23 the designated time.  
 24       As the moderator, only I will call the  
 25 speakers to the front. And once all registered

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1 speakers have permitted -- have presented, I will ask  
 2 anyone else who would like to register to speak. If  
 3 there are no additional speakers, those that have  
 4 previously spoken, I will ask if they would like to  
 5 come back up to provide an additional two minutes for  
 6 their comment. This is not a requirement and will not  
 7 be providing any additional weight to your verbal  
 8 comment.  
 9       Some guidelines and ground rules for  
 10 today: Please speak into the microphone. Please  
 11 state your name and relationship to the project; for  
 12 example, if you're a resident, a business owner, an  
 13 interested citizen. If you're an organization, which  
 14 organization you represent.  
 15       Please speak clearly so that we are  
 16 able to record your verbal comment correctly. Keep  
 17 comments relative to The Brent Spence Bridge Corridor  
 18 Project, and be as specific as possible.  
 19       For conduct today, please be respectful  
 20 and considerate of others. Participants must be  
 21 considerate of the time allocated for others to speak,  
 22 as well. Demeaning or derogatory reactions may result  
 23 in you being paused for you to recollect your thoughts  
 24 or for me to dismiss you from the hearing today.  
 25       As the moderator, I will administer

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1 these rules. I may interrupt, warn, or terminate  
 2 participant's statements. When statements are too  
 3 long, I will indicate that you've reached your  
 4 two-minute limit, but please remember that you are  
 5 able at the very end to go back and be able to provide  
 6 an additional two minutes if time allows at the end of  
 7 the hearing.

8 If any individual is asked to leave  
 9 today due to abrasive decorum, I'll pause and let  
 10 us -- pause the presentation for us to regroup and  
 11 call up the next speakers.

12 With that, this is what you guys will  
 13 see. You'll see your two-minute countdown. You guys  
 14 can see I have a pause button up there if someone  
 15 does, say, I'm going to call a PG-13 or a Rated R, --  
 16 I'm using movie ratings today just to remind  
 17 yourselves of the ground rules today as far as your  
 18 verbal comments -- I may pause you and then allow you  
 19 to finish your two minutes.

20 So if I'm the list? Let's see.

21 Jodi, I may need your help on this one.

22 All right. I'm going to call up the  
 23 first three speakers for you to be able to -- verbal  
 24 comment, Aja Smith; Bobby Scarpitto; and Bob Sanders.

25 MR. SANDERS: I'm Bob Sanders of the --

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1 calling something?

2 MS. JOHNSON: Yes.

3 MR. SANDERS: Okay. I'm Bob Sanders.  
 4 I am a resident of Fort Mitchell Heights Subdivision,  
 5 which was the actual historic site where Fort  
 6 Mitchell, the Civil War fort that protected  
 7 Cincinnati, is located. My house is precisely on  
 8 that.

9 What I am concerned about it is that,  
 10 as I understand the plan, there will be no sound  
 11 screen or no sound wall protecting the Fort Mitchell  
 12 Heights Subdivision from the highway noise. I can  
 13 tell you that if the highway already exists without  
 14 the additional traffic that these improvements are  
 15 going to bring, it is nearly impossible for people in  
 16 the vicinity of where I live to utilize their yards or  
 17 decks, their pools, or anything else.

18 I would like to, at some point, be told  
 19 how I can communicate with Kentucky DOT people who are  
 20 in charge of making decisions about noise walls so  
 21 that we could have our -- the neighborhood area that  
 22 I'm talking about is considered for noise protection.

23 Thank you very much.

24 MS. JOHNSON: Bobby?

25 MR. SCARPITTO: Hi. I'm Bobby

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1 Scarpitto; I'm with Kwik Bond Polymers. We  
 2 manufacturer a deck overlay material that I would like  
 3 to be considered as an enhancement measure, not only  
 4 for the Brent Spence Bridge, the one that's in  
 5 existence today, but the new one and then all the  
 6 flyover bridges.

7 We have been in business for over 40  
 8 years. We work on all the coasts or both coasts, and  
 9 we would just like to be considered as an alternative  
 10 material or as part of the original design feature for  
 11 the bridges. That's it. Thank you.

12 MS. JOHNSON: Thank you for your  
 13 comment.

14 Aja Smith, if you are available?  
 15 If not, I'm going to move on to Rob  
 16 Thrun and call Nicole Clements after and then Kathy  
 17 Gray.

18 MS. CLEMENTS: Yes. My name is Nicole  
 19 Clements, and I am the watershed coordinator for the  
 20 Banklick Watershed Council. We are a nonprofit  
 21 looking to clean and restore Banklick Creek, which is  
 22 Kenton County's waters' watershed.

23 While we commend the project team on  
 24 their work in the combined sewer system to get  
 25 stormwater runoff within the Willow Run watershed, we

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1 do have concerns about the areas of the project that  
 2 cross through the tributary of Banklick Creek,  
 3 specifically this is the area between Kyles Lane and  
 4 Dixie Highway.

5 While this area is served by a  
 6 municipal storm sewer system, those outfalls discharge  
 7 directly to the tributary called Mosers Branch. Those  
 8 falls from Mosers Branch actually pass underneath 75,  
 9 71; and then flow along Highland Pike down to Kentucky  
 10 17 where eventually it joins the mainstem of the  
 11 Banklick.

12 There's a long history of overburdened  
 13 hillsides, landslides, and instability along that  
 14 Highland Pike corridor. In fact, landslides there  
 15 have already caused millions-of-dollars worth of  
 16 damage to sewers and the Fort Wright Nature Preserve.

17 Our concern is that the highway runoff,  
 18 both from the existing and future impervious surfaces,  
 19 that enter Mosers Branch will cause further issues by  
 20 eroding the toe of the slope at the base of that  
 21 Highland Pike landslide.

22 So what we're asking is that it's  
 23 essential that KYTC improve the existing and future  
 24 stormwater management of this area to protect against  
 25 further erosion by designing to SD1 standards for

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1 stream channel protection.  
 2 The Watershed Council will be providing  
 3 our additional written comments in the next couple of  
 4 weeks. It has more background study information and  
 5 data relating to this issue, so thank you.  
 6 MS. JOHNSON: Thank you for your  
 7 comment.  
 8 Kathy Gray?  
 9 MS. GRAY: Hello, everyone. My name is  
 10 Thee Kathy Gray, and I'm so excited because this is  
 11 the vein to the city that I live in. I am from  
 12 California. It's very painful and a trap for me. But  
 13 I'm excited that you guys have decided to do this; and  
 14 to see it come to pass, is going to be something that  
 15 is part of my dream.  
 16 I'm a small business owner, and I am in  
 17 transportation. I would like to say that my company,  
 18 Inside Purpose, will have a play of this. The change  
 19 that you're about to make is something that I see in  
 20 California. This is nothing new to me, but this is  
 21 definitely an asset.  
 22 I would like to be a part of it, and  
 23 I'm wishing you nothing but success. Because in order  
 24 for the city to change and to grow, we've got to first  
 25 understand what the change is. And I appreciate you.

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1 Thank you.  
 2 MS. JOHNSON: Bernita McCann Hightower?  
 3 And then Anne Mitchell and Chris  
 4 Kershner, please be ready.  
 5 MS. MCCANN HIGHTOWER: Good afternoon.  
 6 My name is Bernita McCann Hightower; I'm the president  
 7 and CEO of Next Generation Fuel. We are a  
 8 woman-certified and minority-certified company that is  
 9 a licensed wholesale distributor of petroleum  
 10 products, gasoline diesel alternatives. We also put  
 11 tanks on-site, and we work very well with construction  
 12 companies.  
 13 My question today -- first off, I  
 14 commend looking at disadvantaged businesses to  
 15 participate in a project as such. But companies like  
 16 ourselves that are woman-owned and minority-owned, how  
 17 can we be considered as a part of a project with --  
 18 with knowing the different qualifications of a DBE  
 19 company versus an MBE or a WBE company and not being  
 20 able to mix the two?  
 21 So I know that there is a goal that  
 22 will be from DBE; however, I would like to know if  
 23 there is a goal set for the others that are also  
 24 considered as disadvantaged businesses, such as  
 25 woman-owned and minority-owned. Thank you.

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1 MS. JOHNSON: Thank you for your  
 2 comment.  
 3 Anne Mitchell?  
 4 MS. MITCHELL: My name is Anne  
 5 Mitchell; I'm a resident of Downtown Covington. I'm  
 6 going to thank the project team for minimizing the  
 7 impacts on Lewisburg and on Goebel Park, and I just  
 8 wanted to express my concern.  
 9 During the repair period for Brent  
 10 Spence, we had numerous amounts of trouble with trucks  
 11 coming down through the residential neighborhoods  
 12 because they didn't know exactly where to go. I think  
 13 that rerouting thru-trucks during the construction  
 14 period onto 275 would be a huge help in avoiding that  
 15 going forward. Thank you.  
 16 MS. JOHNSON: Thank you for your  
 17 comment.  
 18 Chris Kershner?  
 19 MR. KERSHNER: Good afternoon. Thank  
 20 you, Ohio Department of Transportation and Kentucky  
 21 Transportation Cabinet for hosting this hearing today.  
 22 I'm Chris Kershner, President and CEO  
 23 of the Dayton Area Chamber of Commerce and the Dayton  
 24 Area Logistics Association, representing over 2200  
 25 businesses in a 14 county greater Dayton region.

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1 The Brent Spence Bridge is a  
 2 \$3.6 billion interstate improvement project that will  
 3 have significant impact on business and economic  
 4 development for our entire region. This project will  
 5 not only improve workforce commuting and position in a  
 6 broader region as more attractive for residents, but  
 7 will also position locations like the interchange of  
 8 I-70 and I-75 in Dayton as an epicenter for logistics,  
 9 manufacturing, and distributions.  
 10 In today's manufacturing world that is  
 11 reliant on just-in-time deliveries, efficient  
 12 infrastructure with minimal delays is critical to  
 13 economic attractiveness. When trucks are delayed,  
 14 assembly lines are shut down and workers are sent  
 15 home. Ensuring the Brent Spence Corridor is  
 16 efficiently running is critical to maximizing local  
 17 economic attractiveness for all of us.  
 18 The Dayton region's logistics and  
 19 distribution companies have a \$3.5 billion annual  
 20 economic impact and support over 40,000 local jobs.  
 21 Downtown Dayton is only 56 miles north on I-75 from  
 22 where we are sitting today.  
 23 Improving the Brent Spence will not  
 24 only cause an impact to Cincinnati and Northern  
 25 Kentucky but impacts all communities on this corridor.

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1 A special recognition by ODOT District 18 that has  
 2 made DBE and D&I and its entire diversity a priority  
 3 and have been doing outreach to Dayton area companies.  
 4 Thank you for having me today and for  
 5 your leadership to improve this vital corridor for  
 6 everyone. I wanted to use my whole two minutes.  
 7 MS. JOHNSON: Pete Metz?  
 8 MR. METZ: I'm the only person standing  
 9 at the end of the session, I guess. I'll be quick. I  
 10 won't use my whole two minutes like Chris.  
 11 Hi. I'm Pete Metz. I'm Vice President  
 12 of Civic & Regional Partnerships with the Cincinnati  
 13 Regional Chamber.  
 14 For more than a decade, the Cincinnati  
 15 business community has been deeply invested in seeing  
 16 this project move forward. We've long understood how  
 17 critical the bridge is to our region and ultimately --  
 18 our country. We're thrilled about being at this point  
 19 after years of asking Columbus, Frank -- excuse me --  
 20 Frankfort, and Washington.  
 21 Over the last few years, we've been  
 22 incredibly appreciative of how the project team, ODOT,  
 23 and KYTC, have engaged with local communities, both  
 24 the public sector and broader community, to ensure the  
 25 project is delivered in a way that maximizes the value

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1 to the communities its being built in.  
 2 I appreciate your close-working  
 3 relationship that you have with the City of Cincinnati  
 4 and the City of Covington and the structure those  
 5 cities and ODOT have created to seek input.  
 6 From the beginning, we the Chamber,  
 7 have pushed to reclaim land in the footprint and  
 8 improve the connectivity across the border, all while  
 9 ensuring that this project's budget and timeline are  
 10 not negatively impacted.  
 11 The Cincinnati Chamber has always  
 12 believed that the best way to seek continued  
 13 improvements was for the public partners to work  
 14 together through the progressive design-build process.  
 15 That intentional engagement has already yielded the  
 16 results we saw today. ODOT has already delivered back  
 17 to the City of Cincinnati nearly ten acres of land on  
 18 the western side of Downtown. It already embraced our  
 19 shared goals by adding additional connectivity, and I  
 20 expect that the innovations and work being done by  
 21 Walsh Kokosing will yield more improvements soon.  
 22 This is a generational project for the  
 23 Cincinnati region, and it's one that a broad and  
 24 diverse set of leaders have worked so hard to deliver.  
 25 At the Chamber, we appreciate the strong work being

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1 led by ODOT and KYTC and look forward to supporting  
 2 them however we can to get this project done.  
 3 Thank you so much.  
 4 MS. JOHNSON: Thank you for your  
 5 comment.  
 6 I will call back up Aja Smith or Rob  
 7 Thrun if they're in the room. If not, as I said  
 8 before, if you have previously provided comments or if  
 9 you would like to provide a verbal comment for the  
 10 written record, please go back to the sign-in table  
 11 and register; and I will be able to call you up.  
 12 All right. It appears we do not have  
 13 any additional speakers. So with that, this concludes  
 14 the formal hearing and proceedings of The Brent Spence  
 15 Bridge Corridor.  
 16 Please take the time to review the  
 17 website and exhibits provided in the back of the room.  
 18 And if you have additional comments, please remember  
 19 that you can visit [www.publicinput.com/bsbc](http://www.publicinput.com/bsbc) to provide  
 20 any additional written comments. Thank you.  
 21 (Whereupon, the meeting concluded at  
 22 1:55 p.m.)  
 23  
 24  
 25

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1 5:30 P.M. Session  
 2 MS. HEFLIN: Welcome to the public  
 3 hearing for the Brent Spence Bridge Corridor Project.  
 4 We're getting ready to start the formal part of  
 5 tonight's hearing.  
 6 We're going to present the refined  
 7 alternative and we're going to be receiving public  
 8 comments about the project. So while we're waiting  
 9 for everyone in the meeting room to wrap up their  
 10 conversation and take their seats, I'll introduce  
 11 myself.  
 12 I'm Jodi Heflin. I'm with HNTB. We're  
 13 one of the engineering firms that's working for KYTC  
 14 and ODOT --  
 15 UNIDENTIFIED SPEAKER: Be quiet.  
 16 MS. HEFLIN: -- as they evaluate the  
 17 environmental effects of the project. And I'm going  
 18 to be giving a presentation while we go over a brief  
 19 project history and overview, and then we're going to  
 20 dive in and talk about the environmental impacts of  
 21 the project, as well as methods to offset those  
 22 impacts and provide additional benefits.  
 23 UNIDENTIFIED SPEAKER: What is your  
 24 name?  
 25 MS. HEFLIN: My name is Jodi Heflin. I

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1 don't know if you can see my --

2 UNIDENTIFIED SPEAKER: Jodi?

3 MS. HEFLIN: Heflin.

4 So before we get started, I'd like to

5 go over just a couple of ground rules. So as I

6 mentioned, these are formal hearing proceedings. So

7 I'm going to ask if you'd please refrain from making

8 any comments or asking any questions during this

9 presentation.

10 After this presentation,

11 representatives from KYTC and ODOT are going to

12 receive formal spoken comments about the project. So

13 if you'd like to make a comment and you haven't done

14 so already, we're just going to ask that you register

15 at the sign-in table at the back of the room. Okay?

16 And we'll go through the ground rules

17 for that comment process when we get to it, but as

18 you're thinking through, just please plan on limiting

19 your remarks to two minutes. And also know that KYTC

20 and ODOT aren't going to be responding to any comments

21 or answering any questions at this hearing. They're

22 going to be formally responding in writing to all

23 comments at the conclusion of the comment period for

24 the Supplemental Environmental Assessment.

25 And I also wanted to make everyone

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1 aware that we do have a court reporter present with us

2 tonight who will be recording everything that I say

3 here in this presentation and everything that is said

4 during that spoken-comments period, as well.

5 So now that we have those ground rules

6 out of the way, let's get started, and let's talk

7 about how we got here today.

8 So planning for this project began 20

9 years ago in 2004 when KYTC and ODOT formally began

10 studying ways to improve I-71 and I-75 in Kentucky and

11 Ohio. And through extensive environmental study and

12 public involvement, they identified one preferred

13 alternative that we're calling the Selected

14 Alternative I. And Selected Alternative I received

15 environmental approval in 2012.

16 Well, since 2012, KYTC and ODOT have

17 been studying ways to improve the project's design to

18 reduce its impacts and costs and to provide additional

19 benefits. And those studies have culminated in a

20 suite of refinements that we're calling Refined

21 Alternative I.

22 And in 2021, the states began preparing

23 a Supplemental Environmental Assessment. So they went

24 through an extensive process of updating all of those

25 original environmental studies, and they also updated

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1 the impact analysis for Refined Alternative I. And

2 the results of that Supplemental Environmental

3 Assessment are what we're presenting at tonight's

4 hearing.

5 So the purpose and need for the project

6 was established very early in that study process back

7 around 2006, and it has not changed. The purpose and

8 need for the project is to improve traffic flow and

9 level of service, which is the measure of how well

10 traffic moves through the corridor; it's to improve

11 safety; to correct geometric deficiencies such as

12 narrow shoulders; and also to maintain connections to

13 key transportation corridors.

14 While several aspects of the design

15 have not changed since that original environmental

16 approval, Refined Alternative I does not change the

17 layout of the mainline highway through the project

18 area, and it also doesn't change the number lanes, and

19 it continues to provide a collector-distributor

20 roadway system. And we're going to talk a little bit

21 more about what that is in just a couple of slides,

22 okay?

23 What Refined Alternative I does do is

24 it reduces the project footprint and therefore its

25 impact; it improves how the project will operate. And

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1 it does this without creating any substantial new or

2 increased impacts.

3 So let's do a broad overview of Refined

4 Alternative I. It is going to widen 7.8 miles of I-71

5 and I-75 beginning at Marshall Avenue in Ohio and

6 stretching down through south of Dixie Highway in

7 Kentucky. And in that stretch of road, we're going to

8 rebuild every overpass bridge and interchange. The

9 project is also going to build a new

10 collector-distributor system from around Ezzard

11 Charles Drive in Ohio down through south of

12 12th Street in Kentucky.

13 Now, a collector-distributor roadway

14 system is a system of roads that are built parallel to

15 the interstate, and they're for local traffic.

16 Sometimes we hear them called "local lanes." Okay.

17 So how they work is if you're on the

18 interstate and you want to access a local street,

19 you'll first exit onto a collector-distributor road,

20 and from there you will access the local streets. And

21 it works the same in the other direction. So if

22 you're on a local street and you would like to get

23 onto the interstate, you would first enter the

24 collector-distributor road, and then that's where

25 you're funneling onto the interstate. And the purpose

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1 is to reduce the number of places where people are  
 2 getting on and off of the freeway to preserve traffic  
 3 flow and safety.  
 4       The project is also going to extend  
 5 some existing frontage roads along Bullock Street and  
 6 Simon Kenton Way to improve and resolve connectivity  
 7 in Covington, and it's going to build a new set of  
 8 collector-distributor lanes between Kyles Lane and  
 9 Dixie Highway in Kentucky.  
 10       Now that existing Brent Spence Bridge  
 11 is going to be rehabilitated and have some repairs  
 12 made on that structure. So most of you know that  
 13 today, both the upper and lower decks of the existing  
 14 bridge have four lanes and no shoulders. Refined  
 15 Alternative I is going to restripe both the upper and  
 16 the lower decks to provide three lanes with inside and  
 17 outside shoulders. And the existing Brent Spence  
 18 Bridge is going to become part of that  
 19 collector-distributor system and is going to move  
 20 local traffic across the river.  
 21       Now, immediately to the west, we're  
 22 going to build a brand-new double-decker companion  
 23 bridge. And that bridge is going to have five lanes  
 24 on each deck, and it's going to move interstate  
 25 traffic across the river. And the exact design of

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1 that new companion bridge hasn't been determined yet,  
 2 but there are two options currently under  
 3 consideration. The first is an arch bridge, and this  
 4 is what a standard arch looks like. And the second is  
 5 a cable-stayed bridge, and this is what a standard  
 6 cable-stayed bridge looks like.  
 7       Now, the exact bridge type is going to  
 8 be determined based on a technical analysis by the  
 9 design team; but regardless of the bridge type that's  
 10 ultimately chosen, KYTC and ODOT are going to work  
 11 with that designer to make sure that that new  
 12 companion bridge is iconic and visually stunning. And  
 13 they're going to continue working with an aesthetics  
 14 committee that's been established for the project to  
 15 receive local input on both the design and the  
 16 appearance of that bridge.  
 17       So all of those improvements that we  
 18 just discussed are estimated to cost \$3.6 billion, and  
 19 that includes all of the money needed to deliver the  
 20 project from planning all the way through to the end  
 21 of construction.  
 22       And the project is going to be built in  
 23 three phases. Now, in this graphic, north is to your  
 24 right. So the first phase is shown in yellow here.  
 25 It begins at Marshall Avenue and stretches to Findlay

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1 Street in Ohio. That phase is currently under design,  
 2 and construction is expected to begin in 2029.  
 3       The second phase is shown in red here.  
 4 It starts at Findlay Street and it stretches to Linn  
 5 Street. Phase II is also currently under design, and  
 6 its construction is expected to begin in 2026.  
 7       Now, the remaining six miles of the  
 8 corridor, which are shown in blue here, including that  
 9 new companion bridge, are going to be delivered using  
 10 a progressive design-build contract. And construction  
 11 is expected to begin in 2025, but you might see some  
 12 limited work starting in late 2024.  
 13       So that progressive design-build  
 14 contract, it presents a unique opportunity for the  
 15 design-build team to develop some further innovations  
 16 for the design of that southern six miles of the  
 17 corridor.  
 18       So Refined Alternative I represents the  
 19 base design for the project, and that's what's  
 20 evaluated in the Supplemental Environmental  
 21 Assessment, and that's what we're presenting at this  
 22 hearing.  
 23       The KYTC and ODOT are going to evaluate  
 24 innovation concepts that are developed by the  
 25 design-build team. And concepts that improve project

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1 quality, shorten the schedule, reduce impacts and  
 2 costs, support project goals, and have support at the  
 3 local level, may be incorporated into the project.  
 4       And the design-build team is currently  
 5 working through an innovation period where they're  
 6 developing dozens of refinement options, including  
 7 ideas that have been generated through coordination  
 8 with local municipalities and through public comments  
 9 that we've received over the last couple of years.  
 10       Now, those concepts are still being  
 11 evaluated for constructability and cost, and the  
 12 project team is going to be spending the next several  
 13 months vetting feasible suggestions with the local  
 14 municipalities, and they want the opportunity to  
 15 review any comments that come in through this public  
 16 hearing process before they make any final decisions.  
 17 So based on the current project schedule, the project  
 18 team expects to be sharing refinements around May of  
 19 this year.  
 20       So now we're going to shift gears a  
 21 little bit; and we're going to discuss the impacts of  
 22 that base design, Refined Alternative I, on both the  
 23 human and natural environment.  
 24       So that Supplemental Environmental  
 25 Assessment evaluated the project's potential effects

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1 in over 30 resource areas. And KYTC and ODOT have  
 2 diligently worked to avoid and minimize impacts as  
 3 much as possible; and as a result, only minor impacts  
 4 are expected for the majority of the resource areas  
 5 that we studied. And net benefits are expected in  
 6 several areas, such as how the corridor will look  
 7 after the project is done and community cohesion.

8         So we're going to take the next several  
 9 slides and we're going to focus only on the most  
 10 notable impacts of Refined Alternative I. And we're  
 11 going to start by just walking through those impacts,  
 12 and then we're going to circle back around, and we're  
 13 going to discuss measures to offset those impacts and  
 14 to provide additional benefits.

15         So let's start with land acquisition.  
 16 51.2 acres of additional land will be acquired to  
 17 build the project, and that includes four residential  
 18 relocations; the partial relocation of one business;  
 19 and the full relocation of 24 commercial properties or  
 20 businesses.

21         Now, everyone who needs to move for the  
 22 project will be provided relocation assistance by KYTC  
 23 or ODOT. And I do want to make you aware that one of  
 24 those 24 commercial relocations is a radio tower in  
 25 Kentucky. And 14 of those commercial relocations are

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1 all tenants in portions of Longworth Hall that are  
 2 going to be impacted by the project in Ohio, and those  
 3 tenants are being given the option to relocate into  
 4 other open office spaces in Longworth Hall if that's  
 5 what they want to do.

6         The KYTC began acquiring land in  
 7 Kentucky in early 2022 under that original  
 8 environmental approval, and they've already contacted  
 9 the majority of the impacted property owners. Now  
 10 they haven't yet begun acquiring property in  
 11 Lewisburg. After the Supplemental Environmental  
 12 Assessment receives its final approval, then KYTC will  
 13 begin contacting impacted property owners and begin  
 14 that land acquisition process in Lewisburg.

15         KYTC began acquiring -- let me restate.  
 16 ODOT began acquiring land in Ohio in 2014, also under  
 17 that original environmental approval. And ODOT's  
 18 already acquired 70 of the 79 parcels needed to build  
 19 the project in Ohio, and they've already relocated  
 20 five of those 24 commercial businesses that we  
 21 discussed two slides ago. ODOT has already contacted  
 22 all impacted property owners in Ohio, and they're  
 23 continuing to acquire the remaining parcels.

24         If you have any questions about land  
 25 acquisition, members of the project team are here

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1 tonight and can stop and talk to you about that  
 2 one-on-one after we're done with this formal portion  
 3 of the hearing.

4         So let's talk a little bit about  
 5 impacts to the natural environment. Refined  
 6 Alternative I will permanently impact 2.8 acres of  
 7 wetlands and a little over a thousand feet of streams.  
 8 And the new piers for that companion bridge are going  
 9 to impact about 350 feet of the Ohio River and  
 10 portions of its floodplain.

11         Now, all of those impacts that I just  
 12 rattled off also require various state and federal  
 13 permits and approvals. And KYTC and ODOT are going to  
 14 make sure that they obtain those necessary permits and  
 15 approvals before any construction that will impact  
 16 these resources begins.

17         The project will also remove about 90  
 18 acres of vegetation that provides habitat for  
 19 threatened and endangered bat species. Now for the  
 20 purposes of our environmental analyses, we call this  
 21 "forested habitats," but it really consists of a  
 22 variety of trees and shrubs from as small as three  
 23 inches in diameter, and it even includes dead trees  
 24 that are still standing. In the project area, a lot  
 25 of the habitat that we remove consists of trees and

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1 shrubs that have grown up next to the highway over  
 2 time.

3         The piers for that new companion bridge  
 4 are also going to impact the mussel habitat in the  
 5 Ohio River.

6         Noise studies that were prepared for  
 7 the project concluded that the majority of the  
 8 residential and recreational areas within 500 feet of  
 9 the corridor will be impacted by increased traffic  
 10 noise.

11         And as is typical for such large  
 12 projects, we do expect some impacts during  
 13 construction. We expect that traffic congestion is  
 14 going to increase and that there could be some  
 15 additional impacts in terms of dust, air, noise, and  
 16 erosion during construction. But these impacts will  
 17 be temporary, and the project team is working to  
 18 minimize them as much as possible.

19         Refined Alternative I is also going to  
 20 have an adverse effect on two historic properties.  
 21 The first is the Lewisburg Historic District in  
 22 Kentucky. The project will remove three structures  
 23 from that district; two of those are historic, as  
 24 well. And it's also going to require small amounts of  
 25 land from a few other properties in the Historic

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1 District.  
 2 I got ahead of myself. I apologize.  
 3 In Ohio, the project is going to remove  
 4 204 feet from the east end of Longworth Hall. And I  
 5 do want to let you know that ODOT is currently in the  
 6 process of purchasing the entire Longworth Hall  
 7 building as a result of their negotiations with that  
 8 property owner.  
 9 And ODOT and KYTC do plan to use some  
 10 of the offices inside that building and some of its  
 11 exterior grounds during construction. But ODOT's  
 12 ownership of the whole Longworth Hall building and its  
 13 use of the inside and the outside during construction  
 14 aren't expected to have any additional impacts to its  
 15 historic integrity.  
 16 I guess I switched slides.  
 17 Now before we talk about parks, I want  
 18 to clarify that for this project, we've been treating  
 19 three interconnected parks in Covington, Goebel Park;  
 20 Kenney Shields Park; and the Dog Park, as one large  
 21 recreational complex that we're calling the Goebel  
 22 Park Complex. And the project is going to remove 2.84  
 23 acres of land from the Goebel Park Complex, as well as  
 24 360 feet of a walking trail and the basketball courts.  
 25 Now, at the Queensgate Playground and

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1 Ball Field in Ohio, ODOT acquired .72 acres of land  
 2 under that original environmental approval. And in  
 3 2014, they provided funding to the City of Cincinnati  
 4 to reconfigure those ball fields to make room for the  
 5 project.  
 6 So if you've been around for a little  
 7 while, you might remember that there used to be two  
 8 smaller ball fields at this location. By using that  
 9 money provided by ODOT, the City reconfigured the ball  
 10 field to provide that one all-star-sized ball field  
 11 that's there today, and they also added a playground.  
 12 So Refined Alternative I isn't going to  
 13 have any further impacts to the Queensgate Playground  
 14 and Ball Field. During construction, ODOT is going to  
 15 build either a noise barrier or a 10-foot chain link  
 16 fence along the park-highway boundary to fulfill its  
 17 commitments from that original environmental approval.  
 18 Okay. So that wraps up our discussion  
 19 of the more notable impacts of Refined Alternative I.  
 20 So as I promised, now we can circle back around, and  
 21 we're going to discuss mitigation measures.  
 22 Now, mitigation measures are measures  
 23 that are already included in the project to offset  
 24 those impacts that we just discussed. For example,  
 25 KYTC is going to mitigate wetland and stream impacts

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1 by purchasing credits from mitigation sites that  
 2 specialize in restoring wetlands and streams.  
 3 Now, the acres from wetlands and  
 4 streams that will be restored, will be determined  
 5 starting with that permitting process that I mentioned  
 6 a couple of slides ago. But it's typical that three  
 7 to four acres are restored for every one acre that's  
 8 impacted.  
 9 The project is also going to include  
 10 best management practices to control sediment and  
 11 erosion from further impacting streams and wetlands,  
 12 both during construction and after the project is  
 13 built.  
 14 And in Ohio, they're required to  
 15 mitigate for water quality because of increased  
 16 stormwater runoff. And ODOT has been coordinating  
 17 mitigation options with the Sewer District and the  
 18 Ohio Environmental Protection Agency, and they're  
 19 going to be finalizing those mitigation measures in  
 20 the detailed design phases of the project.  
 21 Impacts that threaten the endangered  
 22 species habitat are going to be minimized and  
 23 mitigated by clearing only the trees and shrubs that  
 24 are needed to build the project. And where the trees  
 25 and shrubs are removed, that's only going to occur

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1 during certain times of the year when those threatened  
 2 and endangered bats won't be using those types of  
 3 habitats. KYTC is also going to make a contribution  
 4 to the Imperiled Bat Conservation Fund, which is a  
 5 program that focuses on conservation efforts for those  
 6 species.  
 7 And in the Ohio River, all of the  
 8 mussels in the project area are going to be relocated  
 9 to other areas upstream before any construction begins  
 10 in the Ohio River.  
 11 In terms of those construction impacts,  
 12 KYTC and ODOT are committed to coordinating closely  
 13 with local municipalities and agencies and  
 14 stakeholders to minimize those impacts as much as  
 15 possible. They're going to be preparing detailed  
 16 Traffic Management, Maintenance of Traffic, and  
 17 Incident Management plans to minimize disruptions.  
 18 And you, the public, can expect frequent updates on  
 19 construction activities so that you can plan  
 20 accordingly during that construction process.  
 21 The project team is also going to  
 22 implement a dust control plan and measures to protect  
 23 and monitor air quality, to minimize diesel emissions,  
 24 to manage construction noise, and to control sediment  
 25 and erosion during construction.

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1 And within Ohio, ODOT is committed to  
 2 restoring the local roadways that might be impacted by  
 3 increased traffic during the construction back to the  
 4 condition that they were in before construction began.  
 5 KYTC is going to mitigate those impacts  
 6 to the Lewisburg Historic District by creating  
 7 historic records of those structures that are going to  
 8 be removed. They're also establishing a \$1.2 million  
 9 grant that's going to be administered by the City of  
 10 Covington to improve the facades of other structures  
 11 within the district.  
 12 And during construction, the project  
 13 team is going to develop and implement a plan to  
 14 monitor and protect sensitive historic resources  
 15 during construction activities that might cause a lot  
 16 of vibration. And if that monitoring shows that any  
 17 damage has occurred, it will be repaired.  
 18 ODOT is going to mitigate those adverse  
 19 effects to Longworth Hall by installing new exterior  
 20 storm windows along the entire building. And after  
 21 that 204 feet are removed, they're going to rebuild  
 22 that east wall to more closely resemble its original  
 23 appearance. And windows that are removed are going to  
 24 be restored and used in the reconstruction of that  
 25 east wall. And then, any windows that are leftover

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1 and any other materials that maintain historic  
 2 integrity are going to be stored on-site to be used in  
 3 future renovations or repairs of that building.  
 4 ODOT is also going to be repairing  
 5 bricks on the entire structure and refurbishing the  
 6 lettering on the top of the building. And you're  
 7 going to see a new cornerstone and sign that explains  
 8 the history of the building and its contribution to  
 9 the history of the area.  
 10 KYTC has been coordinating with the  
 11 City of Covington to develop mitigation measures for  
 12 the Goebel Park Complex. So KYTC is going to provide  
 13 \$100,000 to the City of Covington to prepare a Master  
 14 Plan for the entire Goebel Park Complex. They're also  
 15 going to rebuild that walking trail. And once the  
 16 project is complete, 2.23 acres of land that's  
 17 currently occupied by the 5th Street ramp, that's just  
 18 right out here, is going to be opened up. And KYTC is  
 19 going to give that land back to the Goebel Park  
 20 Complex.  
 21 So the project is going to remove 2.84  
 22 acres from the southwest corner of the Goebel Park  
 23 Complex. That land is low-lying, and it does tend to  
 24 flood. It's going to replace it with 2.23 acres of  
 25 land in the northwest part of the complex. That land

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1 is at a higher elevation and is not prone to flooding.  
 2 And the net result is that the Goebel Park Complex  
 3 will be .6 acres smaller after the project is built.  
 4 Now continuing with those mitigation  
 5 measures, KYTC is going to fund the replacement of  
 6 those basketball courts or the construction of a  
 7 comparable outdoor recreational facility, and that's  
 8 going to depend on the outcome of the Master Plan that  
 9 the City of Covington will prepare.  
 10 KYTC is also going to fund the  
 11 relocation of the outdoor pool or the construction of  
 12 a new aquatic facility that's comparable, also  
 13 depending on the outcome Master Plan efforts.  
 14 And finally, if those basketball courts  
 15 need to be removed before the final replacement is  
 16 built, KYTC will provide additional project funds to  
 17 temporarily relocate those basketball courts to  
 18 another place in the complex until their final  
 19 replacement is built.  
 20 So the Federal Highway Administration  
 21 intends to make a de minimis impact determination for  
 22 the Goebel Park Complex. Now that's just a fancy  
 23 Latin way of saying that the impacts are considered to  
 24 be minor in nature and that when we consider  
 25 avoidance, minimization, mitigation, and enhancements,

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1 they won't have an adverse effect on the park.  
 2 So the public has the opportunity to  
 3 comment on the impacts to the Goebel Park Complex at  
 4 this hearing and during the comment period for the  
 5 Supplemental Environmental Assessment. And after that  
 6 that comment period is done, KYTC is going to obtain  
 7 written concurrence from the City of Covington; and  
 8 the Federal Highway Administration will make that  
 9 final de minimis impact determination based on the  
 10 outcome of the public comments and concurrence from  
 11 the City.  
 12 Let's talk about noise barriers for  
 13 just a minute, okay? So noise barriers have to  
 14 meet -- they have to meet a set of criteria that  
 15 demonstrate that they're both feasible and reasonable  
 16 before they can be proposed for construction. And  
 17 KYTC and ODOT have their own noise policies that  
 18 define what those criteria are in each state.  
 19 So in Kentucky, KYTC is proposing seven  
 20 noise barriers that meet the requirements of their  
 21 noise policy. Those noise barriers are shown in  
 22 orange on this slide. They are generally on both  
 23 sides of the interstate. They begin around 4th Street  
 24 in Covington and they stretch down to south of Dixie  
 25 Highway in Fort Mitchell.

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1 In Ohio, ODOT is proposing five noise  
 2 barriers that meet the requirements of their noise  
 3 policy. Those noise barriers are also shown in orange  
 4 here. They're all on the east side of the interstate.  
 5 They begin around Bank Street and they stretch down  
 6 through the Queensgate Playground and Ball Field.  
 7 Now, both KYTC and ODOT are going to be  
 8 doing conducting additional public involvement with  
 9 both the property owners and the tenants who will  
 10 benefit from those noise walls we just talked through.  
 11 I'm sorry. Technically, they're called noise  
 12 barriers, that we just discussed. And each state is  
 13 going to follow their own noise policy in how to go  
 14 about doing that public involvement, but you can  
 15 expect that it's going to be occurring during the  
 16 detailed design phases of the project.  
 17 Okay. So let's bring this presentation  
 18 home by talking about enhancement measures.  
 19 Enhancement measures are measures that are also  
 20 already included in the project to provide additional  
 21 benefits to the surrounding communities.  
 22 So for an example, I want to go  
 23 straight back to noise. So there are two locations in  
 24 Kentucky that didn't quite meet all of the criteria in  
 25 their noise policy. But KYTC has decided to go above

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1 and beyond their noise policy, and they're proposing  
 2 barriers in those locations anyway.  
 3 So they're shown in green on this  
 4 slide. The first one is east of the interstate. It's  
 5 from about 4th Street to Pike Street in the  
 6 Mainstrasse area of Covington. And the second one is  
 7 on the west side of the highway. It's in the vicinity  
 8 of Maple Avenue in Fort Mitchell.  
 9 Now, because those barriers don't meet  
 10 the strict requirements of KYTC's noise policy,  
 11 they're calling them "noise/visual screening  
 12 barriers," but they will be the exact same  
 13 construction as those other seven proposed noise  
 14 barriers that we discussed a couple of slides ago in  
 15 the mitigation section.  
 16 The KYTC has also heard feedback that  
 17 there's some interest in some transparent noise  
 18 barriers in a few locations, and they're going to  
 19 continue evaluating those options as they work through  
 20 that noise public involvement process.  
 21 Another example of an enhancement is  
 22 the work that's gone into improving how the corridor  
 23 will look. So KYTC and ODOT are going to continue  
 24 coordinating with the project's Aesthetics Committee  
 25 to develop a new companion bridge that's both iconic

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1 and aesthetically pleasing. And they're also going to  
 2 identify aesthetic enhancements to the existing Brent  
 3 Spence Bridge.  
 4 And they're going to keep working with  
 5 aesthetics subcommittees that have been established in  
 6 Ohio and Covington and Fort Wright and Fort Mitchell  
 7 to finalize landscaping and streetscaping plans,  
 8 gateway opportunities, and aesthetic treatments for  
 9 some of the design features such as bridge piers or  
 10 retaining walls.  
 11 And in Ohio, they're going to put  
 12 translucent screen walls on all of the overpass  
 13 bridges, and they'll have lighting on the inside of  
 14 the panels. It should look pretty cool when you're  
 15 driving down that corridor.  
 16 The project will also build new or  
 17 rebuild existing sidewalks, shared-use paths, and/or  
 18 bike lanes on every local street that crosses the  
 19 interstate in the project area and also on several  
 20 streets that are parallel to the interstate. We  
 21 expect that that's going to increase options for  
 22 pedestrians and bicyclists and improve connections in  
 23 those surrounding communities.  
 24 Another example of an enhancement is  
 25 how ODOT coordinated with the City of Cincinnati to

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1 reconfigure the ramps Downtown to open up about ten  
 2 acres of land that the City can then use for some  
 3 potential redevelopment or public space.  
 4 ODOT is also committed to building an  
 5 additional 50 feet of green space on the Ezzard  
 6 Charles bridge that then the City of Cincinnati can  
 7 use for some potential civic space or retail  
 8 development in the future. ODOT has committed to  
 9 funding the design of that widened bridge, and they're  
 10 going to share the cost of building it with the City  
 11 of Cincinnati.  
 12 In terms of stormwater, both KYTC and  
 13 ODOT are separating all interstate runoff in the  
 14 project area from existing combined sewer storm  
 15 sanitary systems. And study modeling has shown that  
 16 that will substantially reduce the flow of water into  
 17 those existing systems.  
 18 KYTC is also committed to implementing  
 19 measures to reduce flooding in the Peaselburg area,  
 20 and both states are continuing to work with local  
 21 agencies and their respective sanitary and sewer  
 22 districts to finalize stormwater details as the  
 23 project moves through the final design.  
 24 And finally, for our progressive  
 25 design-build contract for that southern six miles of

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1 the corridor, KYTC and ODOT are developing goals for  
 2 disadvantaged business enterprises to have  
 3 opportunities to participate in both the design and  
 4 the construction portions of that contract. They're  
 5 also developing an on-the-job training program and a  
 6 workforce development plan. And they've already  
 7 established a Diversity & Inclusion Outreach Committee  
 8 to provide feedback and to support those efforts.  
 9       Okay. So we did it. We've walked  
 10 through the more notable impacts, mitigation measures,  
 11 and enhancement measures for Refined Alternative I.  
 12 So you can read the full -- there's also additional  
 13 details about those provided in your handouts and  
 14 exhibits in the back of the room.  
 15       And you can read the full impact  
 16 analysis in the Supplemental Environmental Assessment.  
 17 And that also includes a comparison to what those  
 18 impacts were from that original environmental  
 19 approval. And you can also in that Supplemental  
 20 Environmental Assessment view a comprehensive list of  
 21 every mitigation and enhancement measure that's  
 22 incorporated in this project.  
 23       We do have copies of that document  
 24 available that you can look at tonight, or you can  
 25 read it at your leisure at the location noted on the

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1 screen; or if you prefer, there are printed copies  
 2 that you can read in both the Covington and the West  
 3 End Public Libraries.  
 4       So we're getting ready to start our  
 5 formal spoken comment period. But before we do that,  
 6 I just wanted to point out that that's only one way  
 7 that you can make a comment about the project. You  
 8 can comment by any of the ways that are listed here on  
 9 the screen, and there's some additional detail  
 10 provided in your handouts.  
 11       Every comment, no matter how we receive  
 12 it, receives equal weight in the project record. And  
 13 KYTC, ODOT, and the Federal Highway Administration  
 14 will consider and formally respond in writing to all  
 15 comments before making a final decision on the  
 16 Supplemental Environmental Assessment.  
 17       Okay. So as we move into that formal  
 18 comment area, I would like to make a couple of  
 19 introductions.  
 20       So I'd like to introduce you to Stefan  
 21 Spinosa; he is the project manager from the Ohio  
 22 Department of Transportation. And Stacey Hans, who is  
 23 the project manager from the Kentucky Transportation  
 24 Cabinet. And they're going to be receiving comments  
 25 on behalf of ODOT and KYTC tonight.

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1       And I would also like to introduce you  
 2 to Erica Johnson, who is also with HNTB, and she's  
 3 going to be moderating tonight's comment period.  
 4       So thank you so much for your  
 5 attentiveness, and everyone have a great evening.  
 6       MS. JOHNSON: Thank you, Jodi.  
 7       Well, before we begin the verbal  
 8 comments, I have a few house rules and ground rules  
 9 Jodi mentioned earlier in the presentation that I'm  
 10 just going to kind of refresh your memory.  
 11       If you wish to offer your verbal  
 12 comment this evening, you must pre-register. I think  
 13 most of all of you were handed the registration cards  
 14 or asked at the sign-in table. But if you have not  
 15 done that and wish to do that, please see the ladies  
 16 in the back of the room, and go ahead and  
 17 pre-register.  
 18       For you, what you'll -- what you can do  
 19 is -- I have a list up here. I will call your name as  
 20 to bring you up to the front to speak, and then any  
 21 member of the public is permitted to speak; however,  
 22 organizations should select a single spokesperson for  
 23 that person to be able to provide that comment for the  
 24 record.  
 25       All comments made during the public

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1 comment today will be recorded and become part of the  
 2 public record. And to facilitate the fair and orderly  
 3 expression of their comments, speakers will be given  
 4 two minutes to state their comments. Speakers may not  
 5 give away, assign, or forfeit or yield their unused  
 6 time to others. And unused time is automatically, as  
 7 I said, forfeited.  
 8       Speakers will only be allowed -- why do  
 9 I always stumble at this part? Anyway, speakers may  
 10 not call other speakers. And once all registered  
 11 speakers have presented, I will ask if there's any  
 12 additional speakers that would like to present their  
 13 comments for the two minutes; and if there are other  
 14 speakers that had previously provided comments, then  
 15 I'll ask, and they can come up for an additional two  
 16 minutes and pre-register.  
 17       Again, if you would not like to do a  
 18 verbal comment today, like Jodi was saying, you can  
 19 also provide your comments in written, e-mail, phone,  
 20 or others that are on the website, or access to the  
 21 back of the room be able to provide formal written  
 22 comments into the box for formal record.  
 23       So some other guidelines: When you  
 24 come up, please speak into the microphone clearly.  
 25 State your name and relationship to the project,

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1 whether or not you're a resident, a business owner,  
 2 interested citizen, or organization.  
 3 Please make sure you speak clearly so  
 4 that we can record your comment, and keep comments  
 5 relative to The Brent Spence Bridge Corridor Project.  
 6 And be as specific as possible on your comments so  
 7 that we can formally address and respond to those  
 8 comments.  
 9 So for some conduct, please be  
 10 respectful and considerate of others. Respect others'  
 11 time limits for this evening's -- or those two  
 12 minutes. Demeaning or derogatory words or actions  
 13 this evening are not permitted. I may have to -- I  
 14 have the ability to enforce the rules. So I may pause  
 15 you to remind you of the house and ground rules this  
 16 evening and that this is a family-friendly event.  
 17 Please respect my instructions if I do  
 18 pause and allow you to proceed further. If an  
 19 individual does not observe the house ground rules, I  
 20 will ask them to politely stop their comment and ask  
 21 them to be removed from the hearing.  
 22 And with that, I will call the first  
 23 three to come up to be ready for speaking. So I would  
 24 like to call up Bob Hyland, Maico Romero, and John  
 25 Schmidt.

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1 Are you ready?  
 2 MR. ROMERO: No, I'm not. I'm number  
 3 two.  
 4 MS. JOHNSON: Bob Hyland is going to  
 5 speak first.  
 6 MR. HYLAND: I'm an easy act to follow.  
 7 Trust me.  
 8 MS. JOHNSON: All right. Ready?  
 9 MR. HYLAND: I am ready.  
 10 Project Managers, thank you. My name  
 11 is Bob Hyland. I'm an Associate Professor Educator in  
 12 Writing and Affiliate Faculty of Environmental Studies  
 13 at the University of Cincinnati speaking today on my  
 14 own behalf.  
 15 In the 11 years since Concept I-W was  
 16 conducted in 2012, we've experienced the ten hottest  
 17 years for average global land and ocean surface  
 18 temperature anomaly.  
 19 If we're honest with ourselves, what  
 20 this means is that the automobile infrastructure we've  
 21 constructed over the last 100 years and the fossil  
 22 fuel industry which moves vehicles on it is driving us  
 23 into an existential climate crisis.  
 24 And yet in the Supplemental  
 25 Environmental Assessment for Concept I-W, which you

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1 developed contemporaneous to easily accessible merging  
 2 data on global heating, an alternative of passenger  
 3 rails, something that would start to get our country  
 4 closer to the rest of the world in terms of joining  
 5 them in modernity and an alternative that could help  
 6 remove us from the climate crash course the Brent  
 7 Spence Bridge Corridor Project helps ensure, is  
 8 conspicuously missing.  
 9 Similar to the failure of the SEA to  
 10 consider a sufficient alternative given our current  
 11 understanding of the climate crisis, so too does the  
 12 SEA fail on its approach to environmental justice  
 13 considerations. Literally just four or five people  
 14 who filled out demographic data in your EJ sessions  
 15 for this project identified as minority, while some  
 16 105 identified as white.  
 17 Of the many thousands of BIPOC folks  
 18 living in the lower Mill Creek Valley who've been  
 19 generational victims of interstate highway projects  
 20 already -- and who will yet again breathe the diesel  
 21 fumes required to construct this project while  
 22 simultaneously carrying disproportionate burden of  
 23 PM2.5, air toxics cancerous, air toxics respiratory  
 24 HI, toxic releases to air, and more -- you managed to  
 25 engage just four or five on the demographic

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1 questionnaire and offer the west end neighborhood an  
 2 interpretive plaque. This is unacceptable.  
 3 As is from the SEA, it is difficult to  
 4 conclude in any way other than the fact that this  
 5 project intends to create an environmental sacrifice  
 6 and is complicit in perpetuating the racist  
 7 environmental injustices of interstate projects here  
 8 in the late fifties and sixties --  
 9 MS. JOHNSON: Time.  
 10 MR. HYLAND: -- and shamefully lacks  
 11 forward reflection and creative vision from our local  
 12 state and national leaders. We need to do better.  
 13 Thank you.  
 14 MS. JOHNSON: Thank you. Thank you for  
 15 your comment.  
 16 Maico Romero?  
 17 MR. ROMERO: Just go to the next one.  
 18 MS. JOHNSON: Okay. Next, John  
 19 Schmidt?  
 20 MR. SCHMIDT: May I defer?  
 21 MS. JOHNSON: If you do not wish to  
 22 speak for your -- up there, I can call you at the very  
 23 end if you'd like to defer.  
 24 MR. SCHMIDT: I do.  
 25 MS. TOWNSEND-SMALL: I'm ready.

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1 MS. JOHNSON: All right. Amy  
 2 Townsend-Small?  
 3 MS. TOWNSEND-SMALL: Hello. My name is  
 4 Amy Townsend-Small. I'm a professor in the  
 5 Environmental Studies program at UC, also speaking on  
 6 my own behalf.  
 7 My expertise is greenhouse gas  
 8 emissions and climate change. I'm also a resident of  
 9 Covington and live in this neighborhood just a few  
 10 blocks south of here adjacent to Exit 191 on I-71 and  
 11 I-75.  
 12 My primary concern with the plan is  
 13 that it will lead to increased traffic.  
 14 Transportation is the leading source of greenhouse gas  
 15 emissions in the United States. Most of these  
 16 emissions come from, number one, personal use cars;  
 17 and number two, trucks.  
 18 In order for the United States to meet  
 19 our Paris Agreement goals, we need to reduce  
 20 transportation emissions. That's our biggest problem  
 21 with greenhouse gas emissions. We cannot do this by  
 22 making it easier for people to drive their cars.  
 23 I'm also concerned about increased  
 24 noise from increased traffic. Noise pollution  
 25 negatively affects my neighborhood, which is the

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1 neighborhood we're in right now, as well as Devou  
 2 Park, which is one of our region's best resources for  
 3 back country hiking and biking. Noise abatement in  
 4 the plan won't be sufficient to prevent noise  
 5 pollution in the park, which is above the noise  
 6 abatement walls.  
 7 In summary, I think a congestion  
 8 pricing fee that encourages out-of-state trucks to  
 9 take Interstate 275 instead of a companion bridge is a  
 10 better alternative. Thank you.  
 11 MS. JOHNSON: Thank you.  
 12 Lynn Dziad?  
 13 MS. DZIAD: I apologize. I wasn't  
 14 prepared to do this today, so excuse my rambling.  
 15 I first moved to the Mainstrasse area  
 16 20 years ago. We endured the Cut in the Hill. I'm  
 17 sure that there are very few of us in this room that  
 18 believe now that that was a benefit.  
 19 At the time, Mainstrasse was asking  
 20 itself who are we and why do people want to live here?  
 21 The results -- and there may have been a consultant  
 22 involved -- turned out to be a mixture: walkability,  
 23 residential, and small business. It's where people  
 24 want to be. It's where people want to live. It's why  
 25 I bought here. It's because people that want to be in

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1 a suburb, they don't want to be split off from  
 2 downtowns that eventually die. They don't want big  
 3 roads in between where they go. We go to Devou Park.  
 4 People come to Mainstrasse to enjoy our history and  
 5 our festivals.  
 6 I've heard things today like "may be  
 7 combined into further projects." By the way, one of  
 8 your signs back there has a current sidewalk thruway  
 9 going through my yard. It's not real at all. I'm  
 10 next to a parking lot which is full of cars, which  
 11 nobody in the City can even agree on who rents it to  
 12 whose business's cars.  
 13 Noise equals depression, health  
 14 concerns. We're here because it's a neighborhood, not  
 15 because we wanted to be in an underpass. We  
 16 appreciate the addition of the noise barrier that you  
 17 just put up there, but we need more pools; less --  
 18 more trees; more bats, not less. The swamp that's  
 19 down there now is why the bats are here.  
 20 We prefer that you fix things, not  
 21 cause more damage.  
 22 MS. JOHNSON: Thank you for your time.  
 23 Nick Baker?  
 24 MR. BAKER: That's me.  
 25 MS. JOHNSON: All right.

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1 MR. BAKER: All right. I'm Nick Baker  
 2 representing the Holiday Inn Cincinnati-Riverfront in  
 3 Covington just a few streets away. Mine are more  
 4 questions, you know, ask a lot of questions about our  
 5 revenue-management teams; our ownership companies; how  
 6 it's going to impact -- how much or, you know, what  
 7 the value of the hotel is, you know; if we're looking  
 8 to sell it; whether or not it's a good time to sell;  
 9 whether it's a good time to hold.  
 10 So what's the immediate impact, you  
 11 know, to the hotels, to the hotel community? How many  
 12 room nights can we expect from construction companies,  
 13 you know, from the planning; the teams; you know, all  
 14 different phases of the project, you know?  
 15 And then, also, I would like to see the  
 16 visual and the noise barrier go a little bit further  
 17 down towards 3rd Street. Where we're at -- 'cause we  
 18 do get a lot of complaints already on highway noise  
 19 where we're located right there on 3rd Street. So if  
 20 at all possible, if you could think about the visual  
 21 and the noise barrier going down a little bit further.  
 22 And then the other thing is just the  
 23 frustration on how long it's taking. So I know I  
 24 started back here -- I started working 2011. 2013,  
 25 Covington was talking about it; 2015 in Covington; and

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1 then again in 2023. And they just keep on asking when  
 2 is this bridge project getting started? When is this  
 3 bridge project going to get started?  
 4 So, you know, I think people are ready  
 5 for it to either get started or, you know, how many  
 6 more hearings do we have to have? Let's just get  
 7 started, so -- but appreciate all you guys do. Thank  
 8 you very much.  
 9 MS. JOHNSON: Thank you for your  
 10 comment.  
 11 Next up is Matt Butler, then followed  
 12 by Sue Mangan and Andrea Ankrum.  
 13 MR. BUTLER: I'm Matt Butler with the  
 14 Devou Good Foundation.  
 15 The SEA erroneously discounts the  
 16 project's harms to the nearby minority residents. The  
 17 Supplemental Environmental Assessment attempts to  
 18 discount environmental justice concerns regarding  
 19 disproportionate adverse impacts on minority  
 20 communities by claiming any harm to minority  
 21 populations will not be predominately borne by the  
 22 minority populations, and they're not appreciatively  
 23 more severe or greater in magnitude than those  
 24 experienced by non-minority populations.  
 25 This completely ignores the facts that

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1 the states and the region are highly segregated and  
 2 the fact that the residents in these minority  
 3 neighborhoods are already disproportionately harmed by  
 4 existing pollution.  
 5 I'm requesting ODOT do a full EIS. In  
 6 census tracts 607; 650; 651, which straddle the  
 7 eastern side of the Brent Spence Bridge Corridor  
 8 expansion area in Covington, black residents reside in  
 9 a greater proportion, 14.1; 13.1; and 33.1 percent  
 10 than their share of the city's population and in a  
 11 much greater proportion than their share of the  
 12 state's population.  
 13 And census tracts 616; 650; 660, which  
 14 straddle the western and eastern sides of the Brent  
 15 Spence Bridge Corridor expansion area in Covington,  
 16 Hispanic residents reside in greater proportion, 17.5;  
 17 12.6; and 9.6 percent, than their share of the city's  
 18 population and in a much greater proportion than their  
 19 share of the state's population.  
 20 And in census tracts 263, 269, and 264,  
 21 which straddle the eastern and western side of the  
 22 Brent Spence Bridge Corridor expansion area in  
 23 Cincinnati, black residents reside at a greater  
 24 proportion than their share of the city's population  
 25 and at a much greater proportion of their share of the

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1 state's population.  
 2 MS. JOHNSON: Sue Mangan?  
 3 MS. MANGAN: Hi. I'm here as a  
 4 resident, Cincinnati. And my major emphasis is to  
 5 support everything you can do to be more -- as much --  
 6 as environmentally conscious as possible. I like what  
 7 I'm seeing about the drainage and stormwater  
 8 improvements and the impact of wetlands and streams.  
 9 I also am concerned about neighborhoods  
 10 that were negatively impacted in the last bridge and  
 11 reconnecting those neighborhoods and offering them  
 12 more opportunities to become part of the city instead  
 13 of separate from the city.  
 14 I like seeing that you have a lot of  
 15 walk paths and bike trails and mixed-use bike and walk  
 16 paths incorporated in your plans. I would hope that  
 17 you can keep those as separate from the road as  
 18 possible for safety reasons and just to make people  
 19 more inclined to use them.  
 20 I am wondering about the infrastructure  
 21 going across the Western Hills Viaduct, that I would  
 22 hope that you would include in that infrastructure the  
 23 potential for rail to be installed there  
 24 eventually. It's my understanding that that can  
 25 happen if you include that in your infrastructure for

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1 the Western Hills Viaduct. Thank you.  
 2 MS. JOHNSON: Thank you for your  
 3 comment.  
 4 Andrea?  
 5 MS. ANKRUM: I'm Andrea Ankrum of the  
 6 North Kentucky Sierra Club, which is an environmental  
 7 group.  
 8 We all know that the Brent Spence  
 9 Bridge needs to be overhauled, upgraded, and improved.  
 10 I-71/75 is a major north-south travel route with  
 11 millions of cars and trucks traveling this route every  
 12 year. This produces a lot of traffic-related air  
 13 pollution, or TRAP, and affects those living closest  
 14 to the highway the most.  
 15 Air pollution is increased when traffic  
 16 backups occur, which is a routine occurrence near the  
 17 Brent Spence Bridge. In order to reduce the negative  
 18 health effects of traffic, traffic needs to flow  
 19 across the Brent Spence Bridge with minimal backups.  
 20 This project is important. We  
 21 appreciate the environmental considerations that are  
 22 discussed in the Environmental Assessment report and  
 23 request that the best management practices outlined in  
 24 the plan are strictly followed in order to limit the  
 25 potential impact to the environment during

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1 construction.

2 We request that an independent group be

3 allowed to monitor the BMPs and construction

4 activities to ensure that all plans are being

5 implemented and adhered to. This includes but is not

6 limited to an erosion control to protect water

7 quality, minimizing tree removal and habitat loss for

8 wildlife, management of oil spills, protection of

9 groundwater, monitoring stormwater to ensure proper

10 management of interstate runoff and temporary impact

11 to air quality.

12 The plan discusses the implementation

13 of an ambient air quality monitoring program and a

14 dust control plan for sensitive areas of the corridor,

15 including areas utilized by children in environmental

16 justice communities.

17 Air quality monitoring is extremely

18 important to ensure construction activities are not

19 negatively impacting the local population and this

20 data should be available to the public in realtime.

21 We support a Brent Spence Bridge

22 Project that is conscientious of the environmental

23 impact that construction activities have on the local

24 population, land, and wildlife. We look forward to

25 understanding how the project will communicate with

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1 local community about how the best management

2 practices will be monitored and enforced. Thank you.

3 MS. JOHNSON: Jim Keller followed by

4 Logan Baer and Hailey Seifer.

5 MR. KELLER: I am Jim Keller. I'm a

6 resident of Kentucky. We live on the Fort

7 Mitchell-Fort Wright borderline. In the last 27 years

8 we've lived there, our noise levels have increased

9 dramatically, and this seems like a perfect time to

10 address noise levels.

11 But I'm not confident in the studies

12 that have been done so far. I'd like to know what

13 role terrain plays in the noise assessment because we

14 live on a hillside and the interstate is elevated.

15 But I think there's some misrepresentation of numbers

16 there that we would like to have some more information

17 about.

18 I also learned that our street's on

19 the -- just tonight -- that our street's on the

20 Historic District. It's not -- it's not a Historic

21 District map that's designated Fort Mitchell. But we

22 are a Historic District. I don't -- it matters, if

23 that makes any difference.

24 My final question is about the cost per

25 benefitted receptor. In the information that has --

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1 that we received, that cost has been anything between

2 14,356 and 40,000 dollars per benefitted receptor, so

3 I'd like some clarification about that, please. And

4 I'd like the opportunity to discuss that with the

5 transportation team any time it's possible.

6 MS. JOHNSON: Thank you for your

7 comment.

8 MR. BAER: Hi. My name is Logan Baer;

9 I'm a resident here in Northern Kentucky, actually in

10 Newport. I use this bridge all the time. I come into

11 Covington all the time.

12 So I guess I just have a few questions

13 for ODOT and KYTC; in particular, looking at the I-65

14 Abraham Lincoln Bridge Project in Louisville, like

15 they doubled the size of the bridge like we're trying

16 to do here; but as a result, they needed to pay for

17 it. They put a toll on the bridge, and then traffic

18 numbers halved from prior to the construction to

19 afterwards. Fewer cars were going over the bridge

20 even though the toll was not necessarily targeting

21 everyone equally.

22 I'd just like to know if KYTC, ODOT, or

23 the Federal DOT has thoroughly considered using

24 tolling rather or congestion pricing to reduce

25 unnecessary induced demand over the bridge?

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1 In addition to that, I think it's a

2 great question, is there going to be capability for

3 rail to be added in the future to this bridge? We

4 have a major international airport in Covington and

5 further off in Covington Airport. Will that ever be

6 able to be connected downtown via this bridge?

7 And in terms of the questions of

8 safety, the real question on my mind is, yes, it seems

9 like safety for motorists; but for frontage roads, are

10 we going to be seeing things like bump outs? Are we

11 going to be seeing traffic calming from off ramps?

12 Because right now every off ramp -- if you're walking

13 around in say Mainstrasse, you're walking near the off

14 ramp, they come off pretty fast even if there is a

15 traffic light there.

16 So I'd like to know if the design of

17 the frontage roads and the off ramps will design for

18 slower speeds, not just signage that leaves that for

19 the City to enforce poor design.

20 Thank you for your time.

21 MS. JOHNSON: Hailey Seifert followed

22 by Elizabeth Curtiss and Nate Weyand-Geise. And I

23 apologize if I mispronounce someone's name.

24 MS. SEIFERT: Hi. My name is Hailey

25 Seifert; and I am a resident of Cincinnati, as well as

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1 a student at the University of Cincinnati.  
 2 The word "safety" has been thrown  
 3 around here today, but whose safety are you actually  
 4 concerned about? Because there is no way to say you  
 5 are concerned about safety when in my hands are  
 6 statistics about current air pollution being produced  
 7 by the traffic in the corridor today.  
 8 The air pollution is between 150,000 to  
 9 160,000 per vehicle and are only expected to increase,  
 10 as well as the harm that will happen not only to our  
 11 community members but to our houses' population being  
 12 displaced even more.  
 13 I ask that there be a second  
 14 third-party evaluation done to inspect the impacts  
 15 that are by this bridge. Thank you.  
 16 MS. JOHNSON: Elizabeth Curtiss.  
 17 MS. CURTISS: I'm Elizabeth Curtis. I  
 18 live along the I-71 corridor in Cincinnati, and I'm  
 19 pretty appalled at the lack of mass transit and other  
 20 options that are convenient to getting people downtown  
 21 and across the river.  
 22 So my question is in terms of the  
 23 number lanes on the new bridge, how much of that is  
 24 considered to be brought from 71 as opposed to 75?  
 25 And can there be more -- I don't think you can do much

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1 to mitigate the traffic on 75. It's a major  
 2 north-south for many more states than our own.  
 3 But 71 I think really is a prime target  
 4 for congestion pricing, rail alternative, even just  
 5 more buses or any of those things to get traffic off  
 6 of 71; and that could perhaps help a little bit with  
 7 the size of the new bridge and certainly the amount of  
 8 pavement in Downtown.  
 9 MS. JOHNSON: Nate?  
 10 MR. WEYAND-GEISE: Hi. My name is Nate  
 11 Weyand-Geise. I am a resident at 952 John Street,  
 12 which is in West Covington, a neighborhood that is  
 13 really close to the Brent Spence Project. I'm an  
 14 urban planner, and I've come to research a lot of  
 15 history of highway design.  
 16 I'm very concerned about the impacts  
 17 that will come from this project knowing the  
 18 historical impacts of highway designs. Impacts that  
 19 we've come to understand are white flight, urban  
 20 disinvestment, pollution from the last round of  
 21 highway expansions. As we double-down on this  
 22 infrastructure, are we going to come to expect the  
 23 same things to happen? We'll be replicating the same  
 24 infrastructure, which is going to cause the problem.  
 25 Highways cause the problem that we're

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1 now dealing with, and we're trying to solve it with  
 2 another highway. Highways across the country have  
 3 shown how we divide places. As much as these projects  
 4 connect the suburbs, they divide neighborhoods like my  
 5 own from the most walkable part of Covington, which is  
 6 Mainstrasse. I love having a friend down there,  
 7 walking down, grabbing a slice of pizza, being in  
 8 traffic inside Goodfellas, talking to neighbors,  
 9 seeing people come up. I wouldn't mean that type of  
 10 traffic; people traffic, not car traffic.  
 11 I just want to use this money to  
 12 building a structure that reconnects our  
 13 neighborhoods. Living just on the other side of the  
 14 highway, I see the threshold every day as I cross it.  
 15 I love that there's a Lexus dealership. Would love to  
 16 buy a Lexus one day, but I don't think that's  
 17 benefitting me and many of the people who live in West  
 18 Covington.  
 19 Mainstrasse is a walkable place. Let's  
 20 replicate that awesome place across the rest of our  
 21 region, not by doubling-down on the infrastructure  
 22 that moves people out of them, but building more that  
 23 brings them back to our cities. Thank you.  
 24 MS. JOHNSON: Nolan Nicaise?  
 25 MR. NICAISE: Thank you. I'm Nolan

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1 Nicaise. I'm an urban planner and environmental  
 2 scientist and resident in Covington.  
 3 I disagree that the taking of the land  
 4 of Goebel Park is in fact de minimis. Covington will  
 5 lose valuable parkland and yield a net loss of public  
 6 space. Additionally, the loss of a public pool is  
 7 detrimental to the community and childhood  
 8 development. The State compensation of \$1.3 million  
 9 is inadequate to replace a public pool, anyone would  
 10 know that. This is why as an elected commissioner of  
 11 the City of Covington, I was not in favor of accepting  
 12 this plan as de minimis.  
 13 Furthermore, I ask the state to reject  
 14 the Supplemental Environmental Assessment and require  
 15 a full EIS as this draft does not consider a no-build  
 16 alternative that includes congestion pricing. I urge  
 17 you to reassess the alternatives to conclude this more  
 18 environmentally friendly and just alternative lane  
 19 expansion.  
 20 Thirdly, concerning the bats and  
 21 stormwater and noise, I'm an environmental scientist.  
 22 I notice that loads of trees and shrubs were removed  
 23 on the west side of 75 between 5th and 12th in the  
 24 last several months in Covington. Why remove them  
 25 years before they needed to be removed? Trees and

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1 shrubs support wild life, mitigate stormwater and  
 2 pollution, and abate sound. Keep them until the last  
 3 moment necessary.  
 4 Fourthly, why are the bike and walk  
 5 paths on the overpasses in Cincinnati only rendered as  
 6 being one side of the street? I recognize that these  
 7 are one-way streets, but they should be on both sides.  
 8 You want me to have to bike way out of the way to  
 9 cross a bunch of lanes to get to one side of the  
 10 street that has a sidewalk? You're building a  
 11 pedestrian and bicycle wall. This is not safe and is  
 12 not a best practice for environmental sustainability  
 13 and public health/fitness. Thank you.  
 14 MS. JOHNSON: Julie Garcia?  
 15 MS. GARCIA: Hey. Good evening. My  
 16 name is Julie Garcia. I am from Northern Kentucky  
 17 originally, and now I live in Cincinnati, and I'm just  
 18 a local citizen. I'm also a huge Cincinnati and  
 19 northern Kentucky booster.  
 20 I think we live in an awesome area, and  
 21 I just want to see it get nicer. And I recently am  
 22 learning a lot of the history of I-75 and I-71 and  
 23 when they were built. And I've looked at pictures of  
 24 what Cincinnati looked like in 1940. I encourage  
 25 everyone else to do this if you haven't, what it

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1 looked like in 1940 compared to what it looks like  
 2 today. And it was awesome. It -- like, you would  
 3 look at it, and it looks kind of like New York City.  
 4 It is dense. It is walkable. It's got beautiful old  
 5 homes and, you know, duplexes and triplexes. And it  
 6 was just this beautiful city.  
 7 And in the sixties, when we built these  
 8 expressways, we demolished not only these -- the areas  
 9 that the expressway came through, that's not the only  
 10 place that we destroyed, those houses right in the  
 11 path. We also ended up making all the areas around  
 12 the expressway a desert where nobody wants to be in.  
 13 If you look at the aerial surveillance  
 14 now, you will see it is parking lots and it is  
 15 warehouses, and it's not a place where people want to  
 16 live and enjoy. And we've made -- in focusing so much  
 17 on letting people get down to Cincinnati and away from  
 18 Cincinnati quickly or pass straight through it as a  
 19 truck, we ended up making Cincinnati a place that's  
 20 not very nice to live in a lot of those places near  
 21 the expressway.  
 22 And I worry when I look at this project  
 23 that we're making a lot of those same mistakes. But I  
 24 just encourage you. I get it. This bridge is getting  
 25 built, and I get it. But I just encourage you to do

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1 whatever you can to reduce the footprint and the  
 2 impact on the people of Cincinnati so that we don't  
 3 make some of those same mistakes, and we make this  
 4 affect Cincinnati as least as possible. Thank you.  
 5 MS. JOHNSON: Heather Duncan followed  
 6 by Bob Hyland.  
 7 MS. DUNCAN: Hello. I'm Heather  
 8 Duncan, and I am a local resident.  
 9 We say we want to improve the flow of  
 10 traffic, but studies have shown that building more  
 11 lanes often results in increased demand ultimately  
 12 leading to the same or even worse congestion levels.  
 13 That's one reason why I feel strongly  
 14 that instead of focusing on expanding the highway, we  
 15 need to focus on other solutions that address  
 16 congestion more effectively, such as investing in  
 17 public transit, in order to make that a more appealing  
 18 and viable alternative.  
 19 At a time when other cities are  
 20 focusing on deprioritizing highways to build more  
 21 cohesive communities, this expansion will further  
 22 disconnect our neighborhoods and put into place a  
 23 change that we will not be able to undo in our  
 24 lifetimes.  
 25 While adding green space on the

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1 sidewalk or in between busy streets is better than  
 2 nothing, it does not make a city feel walkable or  
 3 inviting for either residents or for visitors who we  
 4 would love to attract more of. Cincinnati is for  
 5 people, not for cars. Our city is for its residents  
 6 and visitors, not for drivers and long-haul truckers  
 7 who are just zipping through. We need to focus on  
 8 options that prioritize pedestrians and community  
 9 cohesion. Thank you.  
 10 MR. HYLAND: Thank you again for  
 11 having --  
 12 MS. JOHNSON: I'm going to pause you  
 13 right there. I have to wait until --  
 14 MR. HYLAND: Totally understood.  
 15 MS. JOHNSON: -- and then I can have  
 16 you come back.  
 17 MR. HYLAND: Yes, certainly. I'll be  
 18 here. Thank you.  
 19 MS. JOHNSON: John Schmidt?  
 20 MR. SCHMIDT: Thank you.  
 21 I'm 73, and I was there when the --  
 22 MS. JOHNSON: Sir, can you stand up by  
 23 the microphone so that way you're recorded from --  
 24 MR. SCHMIDT: I'm 73, and I was there  
 25 when we had an initial session in Park Hills and came

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1 to the conclusion that we had to accommodate the  
 2 vehicles. I have more to say than I can possibly say.  
 3 I'm very sorry. But that's what happens when you get  
 4 to 73.  
 5 MS. JOHNSON: Maico? I have you --  
 6 MR. ROMERO: [Unintelligible response.]  
 7 MS. JOHNSON: Well, if you -- are you  
 8 going to completely defer? I have to allow others.  
 9 MR. ROMERO: -- saying a lot of the  
 10 same things.  
 11 MS. JOHNSON: Well, I know. I  
 12 understand. But I have to give --  
 13 MR. ROMERO: Well, then I defer.  
 14 MS. JOHNSON: If you're deferring, then  
 15 at this point, I would like anyone that would wish to  
 16 add into the list to go back to the signing of the  
 17 sheet if you have not already provided for verbal  
 18 comment. If not, then I'm going to ask Bob to come  
 19 back up to provide an additional two-minute comment.  
 20 MR. HYLAND: I have all night until  
 21 eight. So I'm kidding.  
 22 Thank you again for being here. I hope  
 23 that you're hearing what you're listening to. Just a  
 24 few follow-up based on the presentation tonight and  
 25 what the public is trying to say to you.

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1 You noted two historic sites that will  
 2 be impacted, but to my eye both looked post-colonial.  
 3 And so my question for your feedback is did you  
 4 consult with any of the Algonquin-speaking indigenous  
 5 people that are in -- impacted historic sites? Was  
 6 that part of your assessment?  
 7 Also, specifically to Ohio Department  
 8 of Transportation, on your website you have a very  
 9 useful tool where one can slap on any county and see  
 10 what projects ODOT has going on there. What I found  
 11 interesting though is that this project which is  
 12 easily the most expensive -- I don't know about where  
 13 it ranks in terms of footprint. I'm guessing it's  
 14 probably up there, if not the biggest. And yet it's  
 15 on the third page.  
 16 A user has to go through the first two  
 17 pages of Hamilton County projects, most, if not all,  
 18 of which have a price tag on them: 2 million,  
 19 40 million, et cetera. This project -- which was  
 20 what? 3.9 billion, was it with a B? -- no price tag.  
 21 And it's on the third page.  
 22 What are you hiding? Why are you  
 23 burying it? Why aren't you giving the most expensive  
 24 project -- why aren't you giving the public the most  
 25 accessible pathway to participate in it instead of

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1 burying it? Also, about the Supplemental  
 2 Environmental Assessment, I noticed and therefore have  
 3 a question, why do you use euphemism to talk about the  
 4 negative impacts of the project and disciplinism to  
 5 talk about the positive mitigations? This obviously  
 6 is intended to bias public's perception, and it's a  
 7 disingenuous use of language. You just -- your  
 8 project should be able to stand on its own.  
 9 Finally, will you redo the  
 10 environmental justice engagement with the support of  
 11 community engagement professionals? Thank you.  
 12 MS. JOHNSON: Thank you. If there are  
 13 additional people that would like their additional two  
 14 minutes, please go back to the sign-in desk. She will  
 15 be adding you to the bottom of the list.  
 16 (Off the record.)  
 17 MS. JOHNSON: Lynn Dziad.  
 18 MS. DZIAD: Yeah. Thank you so much.  
 19 If you guys could politely just let me finish two more  
 20 points.  
 21 UNIDENTIFIED SPEAKER: Can you ask the  
 22 people to keep it down?  
 23 MS. JOHNSON: Pause. For those in the  
 24 back of the room, please keep it down. We have a few  
 25 more people that would like to provide verbal comments

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1 for the record. Thank you.  
 2 MS. DZIAD: I just have two additional  
 3 comments that I've forgotten.  
 4 When I first bought my house around  
 5 2001, the first design came out shortly thereafter,  
 6 quietly, just a large graphic online. And that was  
 7 when we discovered that the 5th Street exit had  
 8 been -- in Covington, had been completely cut off from  
 9 your plans. It took community fighting to get those  
 10 exits and entrances back.  
 11 So I'm just here to remind everyone,  
 12 please don't stop with what they're offering. There  
 13 are alternatives if we keep pushing. Don't accept the  
 14 midland promises that sound like a promise, but really  
 15 aren't, and maybe we'll put something comparable to a  
 16 pool back. What we have here is a jewel, and we need  
 17 to protect it and fight for it.  
 18 I did have a second comment. What was  
 19 it? I have to consult my paper.  
 20 UNIDENTIFIED SPEAKER: Mass transit.  
 21 MS. DZIAD: Just by way of an example,  
 22 yes, mass transit. Excellent. We have the South Bend  
 23 shuttle. It keeps a lot of traffic down from the  
 24 stadiums and spreads it out to neighborhoods. People  
 25 come and visit us on their way to and from games.

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1 It's a great thing. I think it should be enlarged  
 2 tenfold. And if the trucks would just circle round,  
 3 we wouldn't have so much destruction to where we love  
 4 and live.  
 5 My third comment quickly, can't  
 6 remember. The 2X Bus is right at about my house. It  
 7 went to the airport. I was a flight attendant for 23  
 8 years and forced out of Florida when an airline  
 9 closed. That 2X doesn't even come to Kentucky  
 10 anymore. It goes from Cincinnati, Downtown, to the  
 11 airport. It's another suburb that got cut off.  
 12 MS. SEIFERT: Thank you, guys, again  
 13 for being here. I did have one question for you. In  
 14 the environmental justice portion of this in the  
 15 survey done with the community, who exactly did you  
 16 interview for these surveys? Because this 95 percent  
 17 of people who are white that have entered the  
 18 demographics, are they actual homeowners or are they  
 19 landlords to people in these areas?  
 20 Because if that is the case, then you  
 21 are not listening to residential people at all. You  
 22 are completely ignoring the residential people in the  
 23 Downtown Cincinnati area as well as the West End. I  
 24 please, please, beg of you to go in and talk to these  
 25 people. I doubt these people would be okay with you

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1 completely destroying their homes just so that you can  
 2 have more infrastructure in getting semi-trucks  
 3 through Downtown Cincinnati area.  
 4 Thank you.  
 5 MS. JOHNSON: I think that that  
 6 concludes our comments unless there are some  
 7 additional commenters that were previous that would --  
 8 sign up.  
 9 MS. CURTISS: I'll sign up. Give me a  
 10 minute to walk back.  
 11 MR. SCHMIDT: You want me to try again?  
 12 MS. JOHNSON: Would you rather write it  
 13 down, your comment?  
 14 MR. SCHMIDT: I'm going to write it  
 15 down. Believe me.  
 16 MS. JOHNSON: Okay.  
 17 MR. SCHMIDT: When I'm all done 'cause  
 18 I --  
 19 MS. JOHNSON: Okay.  
 20 MR. SCHMIDT: I could fill up some  
 21 time.  
 22 MS. JOHNSON: All right. Hold on. I'm  
 23 going to have Alecia in the back add you to the list  
 24 so that way you don't have to walk all the way back.  
 25 MR. SCHMIDT: Either way. Whatever you

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1 want.  
 2 MS. JOHNSON: If that's okay?  
 3 Alecia, if you can hear me --  
 4 Or, Jodi, if you can add John to the  
 5 list? Thank you.  
 6 John?  
 7 MR. SCHMIDT: I --  
 8 MS. JOHNSON: John, you're going to  
 9 have to go up to the microphone. I want to make  
 10 sure --  
 11 MR. SCHMIDT: I can't scream. I can't  
 12 speak too loudly.  
 13 MS. JOHNSON: Even if we turn the  
 14 microphone around, I want to make sure it's recorded.  
 15 MR. SCHMIDT: I grew up in Erlanger  
 16 right next to the ballfield for ten years, and then we  
 17 moved to Fort Mitchell for the rest of my young years.  
 18 And then I went to college in Williamstown,  
 19 Massachusetts; and then back to Cincinnati; then three  
 20 years of medical school; and then four years of  
 21 electrical computer engineering.  
 22 And so I was the guy that brought Bill  
 23 Gates to the podium at UC. And I introduced Bill  
 24 Gates, that is now -- you know what he is. But the  
 25 point is that this world as a whole is overpopulated

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1 by people -- by people. We have to stop producing new  
 2 people. That's the -- that's all we can do.  
 3 But we have to accommodate for flow of  
 4 traffic through this town so that we don't have a  
 5 bunch of trains going by. I mean, we can't avoid  
 6 that. We are in the middle -- this is the -- in the  
 7 middle of -- this point begins in Florida and it  
 8 extends itself into Canada. That's one strip, and  
 9 it's the most dense strip in the United States. And  
 10 so we --  
 11 MS. JOHNSON: John your two minutes  
 12 are --  
 13 MR. SCHMIDT: -- we got what we got.  
 14 MS. JOHNSON: Thank you, John.  
 15 MS. GARCIA: Are we allowed to make one  
 16 more quick comment?  
 17 MS. JOHNSON: Are you on -- I've just  
 18 got to make sure. If you don't mind, just state your  
 19 name again. I know that you --  
 20 MS. GARCIA: Julie Garcia, again. I  
 21 just want to really quickly respond to that because I  
 22 used to have similar feelings, and I'm an  
 23 environmentalist.  
 24 But we don't have too many people in  
 25 America. America is not full. If you compare it to

<p style="text-align: right;">Page 106</p> <p>1 Europe, we're a very -- we're a country full of  2 wide-open spaces. We have plenty of room to invite  3 more people. We want people to come to Cincinnati.  4 It helps our economy. We want people to move here and  5 buy our stuff and pay money into our economy.  6       What we do have too many of is cars.  7 They're not an efficient way to get around. So the  8 reason we have traffic is we have too many cars.  9 We've got to -- you know, Los Angeles shows us that at  10 some point, you just can't keep building more lanes.  11 The traffic just keeps filling them, and now you have  12 16 lanes full of horrible traffic, and you've  13 destroyed even more land.  14       So it's not a problem with people. I  15 used to think this. But really, a great book you can  16 read is called One Billion Americans by Matthew  17 Yglesias. I highly recommend it to everyone.  18       And the point here is just that at some  19 point, I don't know if you guys are the right people  20 to talk to generally about this, but I do just get a  21 little depressed when I see a lot of projects about  22 just expanding roads everywhere.  23       I grew up in Burlington, Kentucky. And  24 I don't know if anybody's been out there recently.  25 Kentucky 18 used to be one lane each way. And now</p>	<p style="text-align: right;">Page 108</p> <p>1 Project on the Cincinnati side, the proposal to do to  2 75, 71 what we did with Fort Washington, way in, you  3 know, burying it, eventually capping it over to  4 reconnect neighborhoods.  5       But the proposal I heard, beyond minor  6 engineering problems, would be rejected primarily  7 because of that around \$150 million extra. That's a  8 big number too.  9       UNIDENTIFIED SPEAKER: That's nothing.  10       MR. BAER: That would only be adding  11 around 5 percent to the total project budget. Which  12 knowing how these projects go, this will probably  13 overrun that budget too, because that's how government  14 projects almost always work.  15       One other thing is that in every  16 projection of traffic flow, traffic numbers I have  17 seen for the Brent Spence Bridge going back to about  18 the year 2000, and every single one of them says that  19 hey, we're going to be around 180,000. We're going to  20 be around 200,000.  21       And I work in construction, so I might  22 read these numbers wrong. But from what I've seen,  23 the actual numbers today are much lower than that,  24 like missing the mark by nearly 80,000, maybe 90,000.  25 Again, I'm not a science guy. But I would like to,</p>
<p style="text-align: right;">Page 107</p> <p>1 it's like an expressway through a small town, and it's  2 so depressing. When I go out there, I'm like "This is  3 horrible." It's just, like, such an unpleasant place  4 to be.  5       And so just as a general proposition I  6 would just submit to you that, like, as some point we  7 can't just keep expanding the roads. It's so  8 horrible. It's so ugly. It induces more traffic.  9       I know we're American, and we're not  10 Europeans. I totally get it. But, like, at some  11 point we do have to think about trains and making this  12 a place where people want to bike, where people want  13 to walk. Because not only is it more pleasant, it's  14 just, like, more efficient. And we're going to have  15 less traffic if you make it easier for people to get  16 around in ways other than cars.  17       MS. JOHNSON: Thank you.  18       UNIDENTIFIED SPEAKER: Who's up next?  19       Well, I will say I'll go with Logan.  20       Go ahead, Logan.  21       MR. BAER: Hello again. Just one  22 other thing I wanted to point out. One, the price  23 tag, it is large. I know how the large projects often  24 have large price tags.  25       I've been following the Bridge Forward</p>	<p style="text-align: right;">Page 109</p> <p>1 (a), ask if anyone from ODOT and KYTC could get back  2 to me on what the actual traffic numbers are and not  3 what the projections are, because every projection  4 I've seen has been brutally wrong; and it seems like a  5 self-fulfilling prophecy for traffic engineers to, you  6 know, make an excuse for their own jobs and, again,  7 the induced demand of congestion pricing.  8       Thank you very much. Thank you for  9 coming out.  10       MS. JOHNSON: If you could restate your  11 name.  12       MS. CURTISS: I'm Elizabeth Curtiss.  13       And a few weeks ago, I went to a  14 meeting up in Over-the-Rhine about streetcar expansion  15 options. And people were saying "What about Kentucky?  16 What about Kentucky?" And the response was "Well,  17 Kentucky doesn't want to have any -- doesn't want to  18 be involved in streetcars."  19       And that may or may not be true, but I  20 certainly -- I certainly would want to know more about  21 that, because a lot of the traffic across the bridge  22 over the course of my life have been these very short  23 little jaunts that you come over to someplace that's  24 really close by.  25       And I don't know why some kind of local</p>

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1 option like a streetcar connection -- although I'm not  
 2 saying it has to be a streetcar connection. But I  
 3 don't know why that kind of individual automobile  
 4 alternative is not more fully explored. It took me  
 5 forever to get a tank bus coming through, and it was  
 6 rush hour.

7 MS. JOHNSON: Okay. One more. Jodi  
 8 Roberston?

9 MS. ROBINSON: Hello.

10 MS. JOHNSON: Can you state your name  
 11 for the record?

12 MS. ROBINSON: Jodi Robinson.

13 MS. JOHNSON: Thank you.

14 MS. ROBINSON: I'm opposed to this  
 15 project. The SEA fails to adequately address the  
 16 greenhouse gas emissions and climate change. It fails  
 17 to even mention the greenhouse gas emissions from the  
 18 construction, those resulting from producing and  
 19 transporting the concrete; steel; asphalt; and other  
 20 materials to the site; fueling the heavy equipment  
 21 used to demolish existing infrastructure; and to  
 22 construct the billions of dollars of new  
 23 infrastructure; operating lighting from night  
 24 construction; and the like.

25 Those emissions will be frontloaded

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1 occurring during the first four to six years, and  
 2 those emissions will remain in the atmosphere for as  
 3 long as a century and will continue to cause  
 4 additional warming year after year adding to the  
 5 resulting climate change impacts.

6 With respect to greenhouse gas  
 7 emissions from the use of the extended highway  
 8 corridor, the SEA's failure to adequately account for  
 9 the induced travel that will result in the expanded  
 10 highways renders its estimates unreliably low.

11 The reductions over time and the  
 12 agencies' projected emissions result from factors  
 13 entirely independent of this project, but the fuel  
 14 efficiency and exhaust emission standards and the  
 15 gradual replacement of current vehicles by newer  
 16 vehicles can lower emissions; however they project  
 17 dramatically higher volumes of traffic in the future  
 18 of this corridor than currently exist and increasing  
 19 traffic volumes by as much as 50 percent by 2035 from  
 20 volumes in 2017 to 2021, and admit that the preferred  
 21 alternative will result in 1.7 percent more traffic  
 22 than the no build.

23 Moreover, the impacts of climate change  
 24 are not limited only to those living in the immediate  
 25 vicinity of the emission -- the climate change that's

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1 been recognized by both state and federal governments  
 2 has disproportionately impacted low-income and  
 3 minority communities. Traffic projections used to  
 4 justify the need for a new 10-lane bridge are  
 5 unreliable and absurd. Thank you.

6 MS. JOHNSON: Well, at this time, we do  
 7 not have any additional speakers that have previously  
 8 presented, so this concludes the formal hearing  
 9 presentation and proceedings.

10 Please take some time to review the  
 11 exhibits in the back of the room. We also have, as  
 12 Jodi mentioned, on our table, discussing -- if you  
 13 have questions on that. Or additional noise studies  
 14 that are at the table to the far right that you can  
 15 look at the supplemental noise analysis.

16 If you wish to have additional  
 17 comments, please visit the website, or there are  
 18 comment cards at the middle table that you can provide  
 19 your written comment for record. Or you can visit  
 20 publicinput.com/bsbc. Thank you for your attendance  
 21 this evening.

22 (Whereupon, the meeting concluded at  
 23 7:03 p.m.)

24  
 25

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1 CERTIFICATE

2 I, MARIANNE HISSONG, the officer before whom  
 3 the foregoing proceedings were taken, do hereby  
 4 certify that any witness(es) in the foregoing  
 5 proceedings, prior to testifying, were duly sworn;  
 6 that the proceedings were recorded by me and  
 7 thereafter reduced to typewriting by a qualified  
 8 transcriptionist; that said digital audio recording of  
 9 said proceedings are a true and accurate record to the  
 10 best of my knowledge, skills, and ability; that I am  
 11 neither counsel for, related to, nor employed by any  
 12 of the parties to the action in which this was taken;  
 13 and, further, that I am not a relative or employee of  
 14 any counsel or attorney employed by the parties  
 15 hereto, nor financially or otherwise interested in the  
 16 outcome of this action.

17 *Marianne C Hissong*  
 18 MARIANNE HISSONG  
 19 Notary Public in and for the  
 20 State of Ohio

21  
 22  
 23  
 24  
 25

1 CERTIFICATE OF TRANSCRIBER  
2 I, CAROL A. PANETTA, do hereby certify that  
3 this transcript was prepared from the digital audio  
4 recording of the foregoing proceeding, that said  
5 transcript is a true and accurate record of the  
6 proceedings to the best of my knowledge, skills, and  
7 ability; that I am neither counsel for, related to,  
8 nor employed by any of the parties to the action in  
9 which this was taken; and, further, that I am not a  
10 relative or employee of any counsel or attorney  
11 employed by the parties hereto, nor financially or  
12 otherwise interested in the outcome of this action.

13   
14  
15 CAROL A. PANETTA  
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Brent Spence Bridge Hearing

Moderated by Erica Johnson  
Wednesday, February 21, 2024  
12:59 p.m.

Longworth Hall Event Center  
700 West Pete Rose Way, Lobby C  
Cincinnati, OH 45203

Reported by: Marianne Hissong  
JOB NO.: 6410090

<p style="text-align: right;">Page 2</p> <p>1           A P P E A R A N C E S</p> <p>2 List of Attendees:</p> <p>3 Jodi Heflin, HNTB</p> <p>4 Erica Johnson, Vice President, HNTB</p> <p>5 Stefan Spinosa, ODOT</p> <p>6 Stacey Hans, KYTC</p> <p>7</p> <p>8 Algis Aukstuolis, Public Speaker</p> <p>9 Nikki Crenshaw, Public Speaker</p> <p>10 Christopher Griffin, Public Speaker</p> <p>11 Tyler Harris, Public Speaker</p> <p>12 William Messer, Public Speaker</p> <p>13 John Schmidt, Public Speaker</p> <p>14 Sue Ellen Shupe, Public Speaker</p> <p>15 Richard Wendel, Public Speaker</p> <p>16 Chas Wiederhold, Public Speaker</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 measures to offset those impacts and provide</p> <p>2 additional benefits.</p> <p>3           But before we do that, I would like to</p> <p>4 go over just a couple of ground rules. So as I</p> <p>5 mentioned, these are formal hearing proceedings, so I</p> <p>6 am going to ask that you please refrain from making</p> <p>7 any comments or asking any questions during this</p> <p>8 presentation.</p> <p>9           And immediately after the presentation,</p> <p>10 representatives from KYTC and ODOT are going to</p> <p>11 receive formal spoken comments about the project.</p> <p>12           And if you would like to make a comment</p> <p>13 during that time, and if you haven't done so already,</p> <p>14 could you please just go ahead and register at the</p> <p>15 sign-in table in the back?</p> <p>16           And we'll go over the ground rules for</p> <p>17 the comment process when we get to that point.</p> <p>18           But as you're thinking through it, just</p> <p>19 please plan on limiting your remarks to two minutes,</p> <p>20 and, also, know that KYTC and ODOT also aren't going</p> <p>21 to be responding to any comments or answering any</p> <p>22 questions during that time.</p> <p>23           They will be formally responding to all</p> <p>24 comments in writing at the conclusion of the comment</p> <p>25 period for the Supplemental Environmental Assessment.</p>
<p style="text-align: right;">Page 3</p> <p>1           P R O C E E D I N G S</p> <p>2           MS. HEFLIN: -- the Brent Spence Bridge</p> <p>3 Corridor project. We're going to start right now the</p> <p>4 formal portion of today's hearing.</p> <p>5           Is that better, Don? Can you --</p> <p>6           MR. DON: No --</p> <p>7           MS. HEFLIN: -- see better; no?</p> <p>8           MR. JOHN: It's cutting out --</p> <p>9           MS. HEFLIN: Is it cutting out when I</p> <p>10 move closer? I see -- well, it's John, right, who's</p> <p>11 trying to see, or that -- if you moved here you can</p> <p>12 see --</p> <p>13           UNIDENTIFIED SPEAKER: I'm okay.</p> <p>14           MS. HEFLIN: Okay.</p> <p>15           We're going to be presenting the</p> <p>16 preferred alternative and receiving public comments in</p> <p>17 this formal portion of the hearing.</p> <p>18           So my name is Jodi Heflin. I'm with</p> <p>19 HNTB. We're one of the engineering firms that's been</p> <p>20 working with and for KYTC and ODOT as they evaluate</p> <p>21 the environmental effects of the project.</p> <p>22           And I'm going to be giving a</p> <p>23 presentation where we give a brief project history and</p> <p>24 overview. Then we're going to dive in and talk about</p> <p>25 the expected impacts of the project, as well as</p>	<p style="text-align: right;">Page 5</p> <p>1           And then I just want everyone to be</p> <p>2 aware that we do have a court reporter present with us</p> <p>3 this afternoon who's going to be transcribing</p> <p>4 everything that I say during this presentation and</p> <p>5 everything that's said during that comment period.</p> <p>6           So now that we have those ground rules</p> <p>7 out of the way, let's get started and talk about how</p> <p>8 we got where we are today. So planning for this</p> <p>9 project began 20 years ago, in 2004, when KYTC and</p> <p>10 ODOT formally began studying ways to improve I-71 and</p> <p>11 I-75 in Kentucky and Ohio.</p> <p>12           And through extensive study and public</p> <p>13 involvement, they identified with one preferred</p> <p>14 alternative that we're calling Selected Alternative I.</p> <p>15 And Selected Alternative I received environmental</p> <p>16 approval in 2012.</p> <p>17           Now since 2012, KYTC and ODOT have been</p> <p>18 studying ways to improve the project's design to</p> <p>19 reduce impacts, and costs, and to provide additional</p> <p>20 benefits. And those studies have culminated in a</p> <p>21 suite of refinements that we're calling Refined</p> <p>22 Alternative I.</p> <p>23           And in 2021, the states began preparing</p> <p>24 a Supplemental Environmental Assessment, and we went</p> <p>25 through an extensive process of updating all those</p>

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1 original environmental studies from that original  
 2 approval, and updating the impact analysis to reflect  
 3 Refined Alternative I.  
 4       And the information in that  
 5 Supplemental Environmental Assessment is what we're  
 6 presenting at this hearing today.  
 7       So the purpose and need for the project  
 8 was established very early on in that process, around  
 9 2006, and it hasn't changed. It is to improve traffic  
 10 flow and level of service, which is just a measure of  
 11 how well traffic moves through the corridor.  
 12       It's to improve safety. It's to  
 13 correct geometric deficiencies such as those narrow  
 14 shoulders that are on the existing Brent Spence  
 15 Bridge, and to maintain connections to key  
 16 transportation corridors.  
 17       Now there are several -- I did in  
 18 advance -- there are several key design features that  
 19 have not changed since that original environmental  
 20 approval. So Refined Alternative I is not changing  
 21 the layout of the main-line highway as it moves  
 22 through the corridor. It also doesn't change the  
 23 number of lanes, and it continues to provide a  
 24 collector-distributor roadway system.  
 25       And we're going to talk a little bit

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1 more about what that is in just a couple of slides.  
 2       So what Refined Alternative I does is  
 3 it reduces the project footprint, and, therefore, its  
 4 impact. It improves how the project will operate.  
 5 And it does that without creating any substantial new  
 6 or increased impacts.  
 7       So let's talk a little bit about what  
 8 is Refined Alternative I? Refined Alternative I is  
 9 going to improve 7.8 miles of I-71 and I-75 from  
 10 Marshall Avenue in Ohio down through south of Dixie  
 11 Highway in Kentucky. And in that stretch of roadway,  
 12 we're going to rebuild every overpass bridge and  
 13 interchange.  
 14       The project will also add a new  
 15 collector-distributor system from around Ezzard  
 16 Charles Drive in Ohio down through south of 12th  
 17 Street in Kentucky.  
 18       Now a collector-distributor system is a  
 19 system of roads that are built parallel to the  
 20 interstate, and they are for local traffic. Sometimes  
 21 you hear them called local lanes.  
 22       So how they work is if you're on the  
 23 interstate, and you would like to access a local  
 24 street, first, you exit the interstate onto one of  
 25 those collector-distributor roads. And from there,

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1 you can access the local streets.  
 2       And it works the same in the other  
 3 direction. If you're on a local street, and you would  
 4 like to access the interstate, you first get onto the  
 5 collector-distributor road, and then it funnels you  
 6 onto the interstate.  
 7       And the purpose is to reduce the number  
 8 of places where people are getting on and off of the  
 9 freeway to preserve traffic flow and safety.  
 10       So the project is also going to  
 11 build -- extend existing frontage roads along Bullock  
 12 Street and Simon Kenton Way to improve north/south  
 13 connectivity in Covington. And it's going to build  
 14 another set of those collector-distributor lanes  
 15 between Kyles Lane and Dixie Highway in Kentucky.  
 16       Now that existing Brent Spence Bridge  
 17 is going to be rehabilitated and have some repairs  
 18 made on that structure.  
 19       And most of you probably know that  
 20 today, both the upper- and the lower decks of that  
 21 bridge have four lanes and no shoulders. Refined  
 22 Alternative I is going to restripe both the upper- and  
 23 the lower decks to provide three lanes with  
 24 inside- and outside shoulders.  
 25       And the existing Brent Spence Bridge

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1 will become part of that collector-distributor roadway  
 2 system and move local traffic across the Ohio River.  
 3       Now immediately to the west -- I lost  
 4 the clicker. Sorry -- we're going to build a  
 5 brand-new double-decker companion bridge. And that  
 6 bridge is going to have five lanes on each deck, and  
 7 it's going to move interstate traffic across the  
 8 river.  
 9       So the exact design of that new  
 10 companion bridge hasn't been determined yet, but there  
 11 are two options that are under consideration. The  
 12 first is an arch bridge, and this is what a standard  
 13 arch would look like.  
 14       The second is a cable-stayed bridge,  
 15 and this is what a standard cable-stayed bridge would  
 16 look like.  
 17       Now the final bridge type is going to  
 18 be determined based on the technical analysis by the  
 19 design team. But regardless of the bridge type that's  
 20 chosen, KYTC and ODOT are going to work with that  
 21 designer to make sure that that new bridge is iconic  
 22 and visually stunning.  
 23       And they're going to continue  
 24 coordinating with an aesthetics committee that's been  
 25 established for the project to receive local input on

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1 the design and the appearance of that bridge.  
 2 So all of those improvements that we  
 3 just discussed are estimated to cost \$3.6 billion, and  
 4 that includes all costs to deliver the project from  
 5 planning all the way through to the end of  
 6 construction.  
 7 And the project's going to be built in  
 8 three phases. So on your screens now, north is to  
 9 your right; okay?  
 10 So the first phase is shown in yellow  
 11 here. It will begin at Marshall Avenue and stretch  
 12 down to Findlay Street in Ohio. Phase 1 is currently  
 13 under design, and construction is expected to begin in  
 14 2029.  
 15 Phase 2 is shown in red. It will begin  
 16 at Findlay Street and stretch to Linn Street in Ohio.  
 17 Phase 2 is also currently under design, and  
 18 construction's expected to begin in 2026.  
 19 Now the remaining six miles of the  
 20 corridor -- which are shown in blue here, and include  
 21 that new companion bridge -- are going to be delivered  
 22 using a progressive design build contract, and  
 23 construction is expected to begin in 2025. But you  
 24 might see some limited activities starting in late  
 25 2024.

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1 So that progressive design build  
 2 contract, it presents a unique opportunity for the  
 3 design build team to develop some further innovations  
 4 to the design of that southern six miles of the  
 5 corridor. So Refined Alternative I --  
 6 Are we good? Are we good? Okay. Put  
 7 your hearts back in your chest. Oh, my goodness.  
 8 Where was I?  
 9 Refined Alternative I. It represents  
 10 the base design; okay? But -- and that's what's  
 11 evaluated in the Supplemental Environmental  
 12 Assessment, and what we're presenting at this hearing.  
 13 But KYTC and ODOT are going to evaluate  
 14 innovation concepts that are developed by the design  
 15 build team, and concepts that improve project quality,  
 16 shorten schedule, reduce costs, support project goals,  
 17 and how support at the local level may be incorporated  
 18 into the project.  
 19 So the design build team is currently  
 20 working through an innovation period where they're  
 21 developing dozens of refinement options. Now those  
 22 concepts are currently -- and those concepts involve  
 23 ideas that we have received through coordination with  
 24 local municipalities, and also from public comments  
 25 that we have received over the last two years.

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1 And those concepts are still being  
 2 evaluated for constructability -- but -- and KYTC and  
 3 ODOT are going to spend the next several months  
 4 coordinating with local municipalities to vet feasible  
 5 suggestions. And they also want the chance to review  
 6 any feedback and comments that come in through this  
 7 hearing process before they make any final decisions.  
 8 So based on the current project  
 9 schedule, they expect to be sharing refinements around  
 10 May of this year.  
 11 Okay. So we're going to change gears a  
 12 little bit now. And we're going to discuss the  
 13 impacts of that base design, Refined Alternative I, on  
 14 both the human- and the natural environment.  
 15 So that Supplemental Environmental  
 16 Assessment evaluated the project's potential effects  
 17 in over 30 resource areas. And KYTC and ODOT have  
 18 worked very diligently to avoid and minimize impacts  
 19 as much as possible.  
 20 And as a result, only minor impacts are  
 21 expected in the majority of the areas that we studied.  
 22 And -- benefits are expected in several areas as well  
 23 such as how the corridor will look after the project  
 24 is built, and community cohesion.  
 25 So we're going to take the next couple

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1 of slides, and we're just going to talk about the more  
 2 notable impacts of Refined Alternative I. And we're  
 3 going to start by just walking through what we expect  
 4 those impacts to be, and then we're going to circle  
 5 back around, and we're going to discuss measures to  
 6 offset those impacts, and to provide additional  
 7 benefits.  
 8 So let's start with land acquisition.  
 9 51.2 acres of additional land will be acquired to  
 10 build the project, and that does include relocating  
 11 four residences, the partial relocation of one  
 12 business, and the full relocation of twenty-four  
 13 commercial properties and businesses.  
 14 And now everyone who has to relocate or  
 15 move for the project will be provided relocation  
 16 assistance by KYTC and ODOT.  
 17 And I did want to let you know that one  
 18 of those twenty-four commercial relocation is a radio  
 19 tower in Kentucky, and fourteen of those twenty-four  
 20 businesses that are being relocated are actually  
 21 tenants in portions of Longworth Hall that are going  
 22 to be impacted by construction in Ohio.  
 23 And all of those tenants have been  
 24 offered the opportunity to relocate to other available  
 25 office space in Longworth Hall, if that's what they

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1 would like to do.

2 So in early 2022, KYTC began acquiring

3 land in Kentucky under that original environmental

4 approval. And KYTC has already contacted the majority

5 of impacted property owners in Kentucky.

6 They have not yet begun acquiring land

7 in the Lewisburg area. Once the Supplemental

8 Environmental Assessment receives final approval, then

9 KYTC will begin contacting impacted property owners in

10 Lewisburg and begin the acquisition process there.

11 ODOT began acquiring land in Ohio, in

12 2014, also under that original environmental -- and

13 ODOT's already acquired 70- of the 79 parcels needed

14 to build the project in Ohio. And they have also

15 already relocated five of those twenty-four businesses

16 that we just discussed two slides earlier.

17 ODOT has contacted all impacted

18 property owners in Ohio and are continuing to acquire

19 the remaining parcels.

20 If anyone has any questions about land

21 acquisition, we do have representatives from the

22 project team here today who are happy to talk with you

23 at the table by the bar, one-on-one, after we finish

24 this formal portion of today's hearing.

25 So let's talk a little bit about

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1 impacts to the natural environment. Refined

2 Alternative I will permanently impact about 2.8 acres

3 of wetlands and a little over a 1,000 feet of streams.

4 And the piers for that new companion bridge are going

5 to impact about 350 feet of the Ohio River as well as

6 portions of its floodplain.

7 Now all of those impacts I have just

8 rattled off that are here on your screen, they all

9 require various state- and federal permits, and

10 approvals. And KYTC and ODOT are going to make sure

11 that they obtain all those necessary permits and

12 approvals before any construction begins that would

13 impact these resources.

14 The project's also going to remove

15 about 90 acres of vegetation that provide habitat for

16 threatened- and endangered bats.

17 Now for the purposes of our

18 environmental analyses, we call that forested habitat,

19 but that really includes a wide variety of trees and

20 shrubs. Some of them are as small as three inches in

21 diameter, and it even includes dead trees that are

22 still standing. In the project area, the -- a lot of

23 the habitat that's being removed consists of trees and

24 shrubs that have grown up next to the highway.

25 The new piers for that companion bridge

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1 are also going to impact the mussel habitat in the

2 Ohio River.

3 We have prepared some noise studies for

4 the project, and those studies concluded that the

5 majority of the residential- and recreational areas

6 within 500 feet of the corridor will be impacted by

7 increased traffic noise.

8 And as is typical for such large

9 projects, we do expect that there will be some impacts

10 during construction. We do expect that traffic

11 congestion is going to increase, and that there could

12 be some additional impacts in terms of noise, air

13 quality, noise, and erosion during construction.

14 But those impacts will be temporary,

15 and the project team is working to minimize them as

16 much as possible.

17 Refined Alternative I is also going to

18 impact two historic properties. The first is the

19 Lewisburg Historic District in Kentucky. The project

20 will remove three structures from that district. Two

21 of those structures are also historic. And it will

22 also acquire some small amounts of land from a few

23 other properties within that Historic District.

24 In Ohio, the project is going to remove

25 204 feet off of the east end --

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1 Is this east?

2 MS. SPINOSA: Yeah.

3 MS. HEFLIN: -- of Longworth Hall;

4 okay?

5 And I also would like you to be aware

6 that ODOT is currently in the process of purchasing

7 this entire building as part of its negotiations with

8 the property owner. And they do, along with KYTC,

9 intend to use some of the office space in this

10 building, and some of the exterior spaces on the

11 grounds during construction.

12 But ODOT's ownership of this building,

13 and its work inside and outside, aren't expected to

14 have any further impacts to its historic integrity;

15 okay?

16 So before we talk about parks, I wanted

17 to clarify that we have been, for this project,

18 considering three interconnected parks in Covington --

19 Goebel Park, Kenny Shields Park, and a small dog park

20 -- as one large recreational complex that we're

21 calling the Goebel Park Complex.

22 And Refined Alternative I will remove

23 2.84 acres of land from the Goebel Park Complex. It's

24 also going to remove about 360 feet of a walking trail

25 and the basketball courts.

<p style="text-align: right;">Page 18</p> <p>1 Here in Ohio, at the Queensgate 2 Playground and Ball Field. ODOT acquired 0.72 of land 3 under that original environmental approval. And in 4 2014, they provided funding to the City of Cincinnati 5 to reconfigure the ball fields to make room for the 6 project. 7 So if you have been around for a little 8 while, you might remember that there used to be two 9 smaller ball fields at this location. But using that 10 funding provided to the City of Cincinnati, the City 11 reconfigured the ball fields to provide that one 12 all-star-sized ball field that's there today, and they 13 added a playground. 14 So Refined Alternative I isn't going to 15 have any further impacts to the Queensgate Playground 16 and Ball Field. 17 During construction, ODOT's going to 18 build either a noise barrier or a ten-foot chain-link 19 fence along the park/highway boundary to fulfill their 20 commitments from that original environmental approval. 21 Okay. So that wraps up our discussion 22 of the more notable impacts of Refined Alternative I. 23 So now, like I promised, we're going to circle back 24 around, and we're going to discuss mitigation. 25 So mitigation measures are measures</p>	<p style="text-align: right;">Page 20</p> <p>1 To avoid and minimize those impacts 2 that threaten endangered species' habitat, the project 3 will only clear those trees and shrubs that are needed 4 to build the project. 5 And where trees and shrubs need to be 6 removed, they're only going to be removed during 7 certain times of the year when those threatened and 8 endangered bats, they don't typically use those types 9 of habitats. 10 And in the Ohio River, all of the 11 mussels in the project area are going to be relocated 12 to areas upstream before any construction begins in 13 the river. 14 In terms of those temporary 15 construction impacts, KYTC and ODOT are committed to 16 working closely with your local municipalities, 17 agencies, and stakeholders to minimize those impacts 18 as much as possible. 19 They're going to be preparing detailed 20 traffic management-, maintenance of traffic-, and 21 incident management plans to minimize disruptions. 22 And you, the public, can expect 23 frequent updates on construction activities so that 24 you can plan accordingly during that construction 25 process.</p>
<p style="text-align: right;">Page 19</p> <p>1 that have already been included in the project, and 2 their intent is to offset those impacts that we just 3 discussed. 4 For example, KYTC is going to mitigate 5 impacts to wetlands and streams by purchasing credits 6 at sites that specialize in restoring wetlands and 7 streams. 8 And the acreage that's going to be 9 restored is going to be finalized. Remember, I talked 10 about those permits that they have to obtain? But 11 it's very typical that three- to four acres are 12 restored for every one acre that's impacted. 13 The project is also going to include 14 best management practices to control sediment and 15 erosion from further impacting wetlands and streams, 16 both during construction and after the project is 17 built. 18 And in Ohio, ODOT's required to 19 mitigate for water quality because of increased 20 stormwater runoff. And they have been coordinating 21 mitigation options with the Sewer District and the 22 Ohio Environmental Protection Agency. 23 And they're going to be finalizing 24 those mitigation measures as the project moves through 25 the detailed design phases.</p>	<p style="text-align: right;">Page 21</p> <p>1 The project team is also -- 2 Thank you. 3 -- going to implement measures to 4 protect and monitor air quality, to manage 5 construction noise, to minimize diesel emissions, and 6 to control sediment and erosion during construction 7 activities. 8 And in Ohio, ODOT's committed to 9 restoring local roadways that might be impacted by 10 increased traffic during construction back to the 11 condition that they were in before construction began. 12 KYTC is going to mitigate those adverse 13 effects of the Lewisburg Historic District by creating 14 historic records of those structures that are going to 15 be removed. And they're also establishing a \$1.2 16 million grant that's going to be administered by the 17 City of Covington to improve the facades of other 18 structures within that district. 19 And during construction, the project 20 team is going to implement a plan to protect and 21 monitor sensitive historic structures during 22 construction activities that can cause a lot of 23 vibration. And if that monitoring shows that any 24 damages occurred, it will be repaired. 25 ODOT is going to mitigate the adverse</p>

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1 effects for Longworth Hall by installing new exterior  
 2 storm windows on the entire building.  
 3 And after those 204 feet are removed,  
 4 they're going to rebuild the east wall to more closely  
 5 resemble the original design of that wall. And  
 6 windows that are removed are going to be restored and  
 7 used in the rebuilding and reconstruction of that east  
 8 wall.  
 9 And if there are any windows left, or  
 10 other materials that have historic integrity, they're  
 11 going to be stored here on site so that they can be  
 12 used in any future repairs or renovations of the  
 13 building.  
 14 ODOT's also going to repair bricks on  
 15 the entire building and refurbish the lettering that's  
 16 on top of the building. And you're going to see a new  
 17 sign and a cornerstone that explain the history of the  
 18 building, and its contribution to the history of the  
 19 area.  
 20 KYTC has been coordinating mitigation  
 21 measures for the Goebel Park Complex with the City of  
 22 Covington. And they're going to provide a \$100,000 to  
 23 the City of Covington to prepare a master plan for the  
 24 entire complex. And then KYTC is also going to  
 25 rebuild the walking trail.

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1 And after the project is finished,  
 2 there's going to be 2.23 acres of land that are opened  
 3 up in the area that's currently occupied by the 5th  
 4 Street ramp, and KYTC is going to give that land back  
 5 to the park. So after the project is finished, Goebel  
 6 Park will be 0.6 acres smaller than it is today.  
 7 So Refined Alternative I is going to  
 8 remove 2.84 acres of land. And that land is  
 9 low-lying, and it tends to flood. And they're going  
 10 to replace it, and that's going to be in the southwest  
 11 corner of the Complex.  
 12 And they're going to replace it with  
 13 2.23 acres of land that's at higher elevation and  
 14 doesn't tend to flood, and that's going to be in the  
 15 northwest corner of the Complex.  
 16 Continuing with those mitigation  
 17 measures, KYTC is going to fund the replacement of  
 18 those basketball courts, or the building of a new,  
 19 comparable outdoor recreational facility, depending on  
 20 what comes out of that master plan that the City of  
 21 Covington's going to prepare.  
 22 KYTC's also going to fund the  
 23 relocation of the outdoor pool, or the construction of  
 24 a new aquatic facility, again depending on the outcome  
 25 of those master-planning efforts.

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1 And finally, if those basketball courts  
 2 need to be removed before their final replacement is  
 3 built, KYTC will provide additional project funds to  
 4 temporarily relocate those basketball courts in  
 5 another place within the Goebel Park Complex.  
 6 So the Federal Highway Administration  
 7 intends to make a de minimis impact determination for  
 8 the Goebel Park Complex. Now that's just a really  
 9 fancy Latin way of saying that it's expected to be --  
 10 the impacts are minor in nature, and that after we  
 11 consider avoidance, and minimization, and mitigation,  
 12 and enhancement, there won't be any adverse effect to  
 13 the park.  
 14 So the public has the opportunity to  
 15 comment on the impacts of the Goebel Park Complex both  
 16 here at this hearing and during the comment period for  
 17 the Supplemental Environmental Assessment.  
 18 And after that comment period is over,  
 19 KYTC is going to obtain with the concurrence from City  
 20 of Covington. And the Federal Highway Administration  
 21 will make that final de minimis impact determination  
 22 based on the outcome of those comments and the  
 23 concurrence from the City of Covington.  
 24 So let's talk about noise barriers for  
 25 a minute. So noise barriers, they have to meet a set

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1 of criteria that demonstrate that they're both  
 2 feasible and reasonable before they can be proposed  
 3 for construction. And both KYTC and ODOT have their  
 4 own policies that define what those criteria are in  
 5 each state.  
 6 So in Kentucky, KYTC is proposing seven  
 7 noise barriers that meet the requirements of their  
 8 noise policy. They're shown in orange on this slide.  
 9 They're generally on both sides of the interstate.  
 10 They begin around 4th Street in Covington, and they  
 11 stretch all the way down south of Dixie Highway in  
 12 Fort Mitchell.  
 13 In Ohio, ODOT is proposing five noise  
 14 barriers that meet the requirements of their noise  
 15 policy. They're also shown in orange here. In Ohio,  
 16 they're all on the east side of the interstate. They  
 17 begin around Main Street, and they stretch down  
 18 through the Queensgate Playground and Ball Field.  
 19 Now both KYTC and ODOT are going to be  
 20 conducting additional public involvement with the  
 21 property owners and tenants who would benefit from  
 22 those noise walls that I just outlined.  
 23 Now each state is going to follow their  
 24 own noise policies, and how they go about that public  
 25 involvement. But you can expect that it's going to be

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1 happening during the detailed design phases of the  
 2 project.  
 3       Okay -- so let's bring this thing home  
 4 by talking about enhancements; okay? So enhancements  
 5 are measures that are already incorporated into the  
 6 project to provide additional benefits to the  
 7 surrounding communities.  
 8       So, as an example, I want to go  
 9 straight back to noise. So there are two locations in  
 10 Kentucky that didn't quite meet all of those criteria  
 11 in the noise policy. But KYTC has decided to go above  
 12 and beyond their noise policy and propose barriers in  
 13 those locations, anyway.  
 14       So they're shown in green on this  
 15 slide. The first location is east of the interstate.  
 16 It begins around 4th Street and ends around Pike  
 17 Street in the Mainstrasse area of Covington. And the  
 18 second location is west of the interstate in the Maple  
 19 Avenue area of Fort Mitchell.  
 20       Now because those barriers don't meet  
 21 the strict requirements of KYTC's policy, we're  
 22 calling them noise/visual screening barriers. But  
 23 they're going to be the exact same construction as  
 24 those other set of proposed noise barriers that we  
 25 talked about in the mitigation section.

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1       KYTC has also heard some feedback that  
 2 there's interest in transparent noise walls in a few  
 3 locations, and they're going to be continuing to  
 4 evaluate those options as they work through that  
 5 public involvement process for noise.  
 6       Another example of enhancement measures  
 7 is the efforts that have gone into improving the look  
 8 of the project area after the project is completed.  
 9       KYTC and ODOT are going to continue  
 10 coordinating with the Project Aesthetics Committee to  
 11 develop a new companion bridge that's both iconic and  
 12 visually appealing. And they're also going to work to  
 13 develop aesthetic enhancements for the existing Brent  
 14 Spence Bridge.  
 15       And they're going to continue  
 16 coordinating with aesthetics subcommittees that have  
 17 been established already in Ohio, Covington, Fort  
 18 Wright, and Fort Mitchell to finalize landscaping- and  
 19 streetscaping plans, and gateway opportunities, and  
 20 the aesthetic treatments for some of the design  
 21 features such as bridge piers, and retaining walls.  
 22       And here in Ohio, every overpass bridge  
 23 is going to have translucent screen walls on it with  
 24 lights in the interior of those panels. It should  
 25 look pretty cool as you're driving down -- after the

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1 project's done.  
 2       Refined Alternative I is also going to  
 3 build new or rebuild existing sidewalks, shared-use  
 4 paths, and/or bike lanes on every local street that  
 5 crosses the interstate in the project area, and on  
 6 many of the local streets that are parallel to the  
 7 interstate as well.  
 8       We expect that this will increase  
 9 options for pedestrians, and bicyclists, and improve  
 10 connections in the communities in the project area.  
 11       Another example of an enhancement is  
 12 how ODOT coordinated with the City of Cincinnati to  
 13 reconfigure the Downtown ramps and open up about ten  
 14 acres of land that the City can then use for some  
 15 potential future redevelopment or public space.  
 16       And ODOT's also committed to building  
 17 an additional 50 feet of green space on both sides of  
 18 the Ezzard Charles Drive Bridge that the City of  
 19 Cincinnati can then use for some potential future  
 20 civic space or retail development.  
 21       Now ODOT has committed to funding the  
 22 design of that widened bridge, and they're going to  
 23 share the cost of building with the City of  
 24 Cincinnati.  
 25       In terms of stormwater, both KYTC and

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1 ODOT have committed to separating all interstate  
 2 runoff from existing combined sewer systems. And  
 3 modeling shows that that's going to substantially  
 4 decrease the amount of water flowing into those  
 5 combined sewer systems.  
 6       And KYTC has committed to implementing  
 7 measures to reduce flooding in the Peaselsburg area.  
 8       And both states are going to continue  
 9 coordinating with local agencies and their respective  
 10 sanitary- and sewer districts to finalize the  
 11 stormwater details as the project moves through final  
 12 design.  
 13       And finally, during the progressive  
 14 design build contract for that southern six miles of  
 15 the corridor, KYTC and ODOT are developing goals to  
 16 provide opportunities for disadvantaged business  
 17 enterprises to participate in both the design and the  
 18 construction portions of that contract.  
 19       They're also developing an on-the-job  
 20 training program, and a workforce development plan.  
 21 And a Diversity & Inclusion Outreach Committee has  
 22 already been established to provide feedback and to  
 23 support those efforts.  
 24       So we made it. We got through all of  
 25 the notable impacts, the mitigation measures, and

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1 enhancement measures for Refined Alternative I.  
 2 You can read the full environmental  
 3 analysis, including the comparison to that original  
 4 environmental approval, and a comprehensive list of  
 5 all of the mitigation- and enhancement measures, in  
 6 the Supplemental Environmental Assessment.  
 7 We have a few copies of that report  
 8 here that you can look through today, or you can read  
 9 it at your leisure at the location shown on the  
 10 screen, or, if you prefer, there are printed copies  
 11 available for you to read at the Covington- and West  
 12 End public libraries.  
 13 So we're getting ready to start that  
 14 formal spoken comment period. But just before we do  
 15 that, I just want to make you aware that that's really  
 16 only one way that you can provide comment on the  
 17 project.  
 18 You can comment via any of the methods  
 19 that are listed here on the screen, and there's some  
 20 additional details provided in your hearing handout.  
 21 Every comment, no matter how we receive  
 22 it, is afforded equal weight in the project record.  
 23 And KYTC, ODOT, and the Federal Highway Administration  
 24 are going to consider and formally respond to every  
 25 comment before making a final decision on the

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1 Supplemental Environmental Assessment.  
 2 So please just be sure to get your  
 3 comments submitted by March 8th so that they can be  
 4 considered in that decision process.  
 5 Okay. So thank you for your  
 6 attentiveness during this presentation. You guys are  
 7 awesome. Thank you.  
 8 So now I would like to introduce you to  
 9 Stefan Spinosa with the Ohio Department of  
 10 Transportation, and Stacey Hans with the Kentucky  
 11 Transportation Cabinet. They're going to be receiving  
 12 those formal spoken comments on behalf of ODOT and  
 13 KYTC.  
 14 And I would also like to introduce you  
 15 to Erica Johnson. She's also with HNTB, and she's  
 16 going to be moderating that comment period.  
 17 So thanks again, everybody. Have a  
 18 great afternoon.  
 19 MS. JOHNSON: -- okay. So to begin the  
 20 verbal comment period that Jodi was just talking  
 21 about, if you wish to provide those verbal public  
 22 comments today, you must pre-register at the sign-in  
 23 table. They should have offered you the ability with  
 24 the sign-in card to sign those cards. And then if you  
 25 haven't already, please do so now, and then you could

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1 be added to the list.  
 2 I will call your name, and I will then  
 3 make you come up to the front to speak at the  
 4 microphone that's been set up here at the front.  
 5 All comments made during this public  
 6 comment period today will be recorded for the public  
 7 record.  
 8 And, also, to facilitate the fair and  
 9 orderly organization of these comments, each speaker  
 10 will be allowed two minutes to speak. Of those two  
 11 minutes, once your time is complete, then I'll ask the  
 12 next two speakers to come up to the front.  
 13 I did want to let you know that if you  
 14 do end your comment earlier than two minutes, that  
 15 part of the two minutes is forfeited. Another speaker  
 16 cannot be taking that part of those two minutes to  
 17 come up here.  
 18 Also, I'm going to ask that speakers  
 19 cannot actually raise their hand, and ask other  
 20 speakers -- only I can be able to ask a speaker to  
 21 come up to the front, to the microphone, to be able to  
 22 give that.  
 23 If there is other people that would  
 24 like to have additional comments later on at the end  
 25 of that two-minute, and all the list is complete, I

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1 will ask if there's additional speakers or commenters  
 2 that would like to come up.  
 3 If no one would like to do that, then  
 4 you will, if you have been a registered commenter, be  
 5 allowed to come back up for additional two minutes and  
 6 provide that time.  
 7 And if you want, and you don't want to  
 8 come back up, you can also provide written comments  
 9 after you provide your verbal comment.  
 10 So some guidelines on coming up to the  
 11 microphone. Please speak into the microphone and  
 12 state your name and relationship to the project. Make  
 13 sure that you know -- if you're an interested citizen,  
 14 where you live. If you're business-owner --  
 15 Or organizations. I do request only  
 16 one spokesperson from that organization come up and  
 17 speak on behalf of the organization. And please  
 18 remember to speak who that organization is. We had a  
 19 few people that forgot to say that yesterday.  
 20 Please speak clearly into the  
 21 microphone. If you would like to come up, and you  
 22 don't like to look at my countdown clock, it is  
 23 perfectly acceptable if you want to look back at the  
 24 crowd. But I just ask that you please state your  
 25 name, and clearly talk into the microphone to make

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1 sure that your comment is recorded.  
 2 Please also keep -- comments relevant  
 3 to the Brent Spence Bridge Corridor project, and be as  
 4 specific as possible for your comment for the record.  
 5 So let's talk about conduct today. As  
 6 I said, there's two minutes. Please be respectful and  
 7 considerate of other commenters to make sure that we  
 8 have time for all to be able to enter their verbal  
 9 comments today.  
 10 Also, I would like to request no  
 11 demeaning or derogatory words or anything like that  
 12 during your comment. Think of this as a  
 13 family-friendly event. If you wouldn't want your  
 14 children to hear it, then probably it's not  
 15 appropriate to be putting it into the verbal comment  
 16 today.  
 17 As a moderator, I'm going to administer  
 18 those rules. So I may pause you to reconsider and  
 19 review those ground rules with you, and then start  
 20 your two minutes again from that time where I paused  
 21 you. But if you continue to not follow those ground  
 22 rules, I may ask you to leave the presentation today.  
 23 So I'm going to be calling up the first  
 24 three commenters today. Algis Aukstuolis -- I  
 25 probably -- mispronounce that, and I apologize now --

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1 William Messer, and John Schmidt. Please approach the  
 2 microphone.  
 3 MR. AUKSTUOLIS: I guess I'm all three  
 4 people -- all right.  
 5 My name is Algis Aukstuolis. I'm a  
 6 resident of the City of Cincinnati. So I just want to  
 7 thank you guys so much for putting in all of this  
 8 work, and taking the considerations of the residents  
 9 of Cincinnati. I really appreciate that there's going  
 10 to be land given back to Cincinnati.  
 11 There are still underlying concerns  
 12 about adding lanes and having more car traffic in  
 13 Cincinnati. It does affect air quality. It is a  
 14 problem in the city of Cincinnati that do -- people do  
 15 get asthma when there is a lot of car traffic where  
 16 people live.  
 17 Now you guys are solving a very  
 18 difficult geometry problem, and I think your hands are  
 19 tied behind your back.  
 20 So, for an example, we have maybe -- I  
 21 don't know -- 80 people here. Now imagine if this  
 22 meeting was a drive-thru meeting. I don't think we  
 23 could fit all of these people in this room.  
 24 And when we look at the future of  
 25 transporting people, and not just transporting cars,

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1 other parts of the world have etched the way in trying  
 2 to solve that problem by diversifying transportation  
 3 options.  
 4 I really appreciate you guys thinking  
 5 of bicyclists. But we need to also look in the  
 6 future. I know it's very difficult to imagine that  
 7 Cincinnati can be a transport-oriented city with good  
 8 public transportation.  
 9 But I think if we can consider the  
 10 project -- how will we leave the door open for the  
 11 potential for more public transportation, to be more  
 12 effective with the space on the bridge, and then to  
 13 consider the health and safety of the people who live  
 14 and work right next to the transportation corridor?  
 15 Thank you.  
 16 MS. JOHNSON: Thank you.  
 17 MR. MESSER: Hello. My name is William  
 18 Messer. I'm a -- an interested citizen and a  
 19 resident.  
 20 I want to talk about the bridge itself.  
 21 I'm an artist. And bridge design has been the most  
 22 interesting architectural area of design for the last  
 23 30 years. There's amazing bridges.  
 24 We have enjoyed an iconic bridge in the  
 25 Roebling bridge for almost 160 years here, and it's --

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1 it really establishes the identity of the city.  
 2 And I would like -- I know we have  
 3 already -- it's already been decided that it's a  
 4 two-pier bridge, and there are two basic designs for  
 5 that. That already limits what we can do that could  
 6 be really amazing and innovative.  
 7 But I want to push for something that  
 8 is amazing and innovative that becomes a bridge that  
 9 everybody will recognize as the Cincinnati Bridge all  
 10 over the country, if not beyond.  
 11 Also, in line with what the previous  
 12 speaker said, I know that there's been talk about  
 13 light rail to the airport for a long time. But as far  
 14 as I know from what I heard, that's a separate group  
 15 of people that are working on that, and the bridge  
 16 planning has not taken that into account as a possible  
 17 conduit for the light rail.  
 18 If there's some possibility of tacking  
 19 it on the side or something, but I wish that would be  
 20 taken into consideration as well.  
 21 And then there was something else. Oh,  
 22 yes. When you come through the cut in the hill, you  
 23 get this wonderful shot of Cincinnati. When you come  
 24 down the hill, it's just there in your face, looking  
 25 fantastic.

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1           When you cross the bridge currently,  
2 you can look east and see the city. But it looks to  
3 me like the new bridge is going to be west of the old  
4 bridge, and you won't get to see the city. You  
5 won't -- you'll see -- I think you'll be looking  
6 through the old bridge, and that was a little  
7 upsetting to me.  
8           But these are aesthetic comments, and  
9 thank you very much.  
10          MS. JOHNSON: Thank you.  
11          John Schmidt?  
12          MR. SCHMIDT: Has anybody ever heard of  
13 the --  
14          MS. JOHNSON: John, can you speak into  
15 the microphone for recording?  
16          MR. SCHMIDT: Has anybody ever heard of  
17 the Cincinnati Arch?  
18          We know that in the east and the west,  
19 the tides are rolling in. And we're having  
20 catastrophe in California, and as well on the eastern  
21 side. We are so grateful to be here in Cincinnati.  
22          This is the Cincinnati Arch, the most  
23 permanent rock -- within the United States of America.  
24 And we are the -- on the corridor from Florida to  
25 Michigan.

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1           And they -- we have -- a unique moment  
2 here in the construction that we do that will give us  
3 all, and the world, more options about Cincinnati.  
4           We can be sure that the Earth will  
5 never quiver under the Rock of Cincinnati. It's  
6 unique in all of the United States. It gets attached  
7 farther up to Canada, of course, and it is very solid.  
8           But we will have an in-rush of people  
9 that are finding better living by coming in from the  
10 oceans.  
11          And my time is up.  
12          MS. JOHNSON: Thank you.  
13          For the next three speakers, would  
14 Richard Wendel, Sue Ellen Shupe, and Christopher  
15 Griffin please approach the podium?  
16          MR. WENDEL: All right. All right.  
17 Hello. My name is Richard Wendel, and I live in the  
18 city of Cincinnati. I'm just a concerned citizen.  
19          So I believe that the environmental  
20 impacts of this project will be overwhelmingly  
21 negative. The project will result in more cars, more  
22 trucks, more pollution, and more lifeless asphalt.  
23          But I'm a realist. I know that this  
24 project's going to happen. We can sit here and  
25 complain about it all day, but it -- it's is going to

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1 get built. There's political will behind it. Even  
2 options like improved mass transit haven't been  
3 considered seriously, even though those could be built  
4 with existing infrastructure.  
5          So we're going to get this project, and  
6 this project's going to last -- or the infrastructure  
7 built's going to last for the next 75 years, so we  
8 better get it right.  
9          And I think that the proposed  
10 mitigations on the Cincinnati side are not good  
11 enough. I want to get the most value out of this  
12 project for the city, and I have a couple of requests.  
13          Ideally, we would shrink the land used  
14 by the I-75/I-71 -- the spaghetti-monster interchange  
15 next to Cincinnati. I -- shrink that as much as  
16 possible. I know the I&W concept has listed ten  
17 acres. I know we can do better. It's an engineering  
18 problem that can be solved, and I know you guys are  
19 really good at building highways.  
20          In addition, we should extend the  
21 street grid from between 5th Street and 9th  
22 Street -- all those blocks across the  
23 interchange -- to better connect into Queensgate since  
24 we have this opportunity -- since we're already  
25 working with the interchange.

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1           And essentially, this would set up a  
2 huge economic redevelopment opportunity, not just for  
3 the reclaimed land, but also for all of the land in  
4 Queensgate that you now have better access to.  
5          I ask ODOT to have some ambition.  
6 Build this infrastructure that provides the best value  
7 for Cincinnati. Thank you.  
8          MS. JOHNSON: Thank you.  
9          MS. SHUPE: My name is Sue Ellen Shupe.  
10 I'm a resident of the Cincinnati East Price Hill,  
11 which is highly affected by the work that's going to  
12 be done just north of the bridge. I just have a  
13 couple of questions.  
14          Will the detailed design segment  
15 consider the additions that are being proposed for the  
16 street grid by the City of Cincinnati that would carry  
17 the traffic over the two viaducts that I use  
18 constantly -- use to get here? This is between the  
19 Linn Street and Findlay Street.  
20          I have concerns about that. But if  
21 that's not going to be considered, I will jump in on  
22 it later.  
23          And the other thing is you mentioned,  
24 which I hadn't heard before, that you're contributing  
25 to the Ezzard Charles Bridge -- Viaduct -- Corridor,

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1 whatever it is.  
 2           And I'm not really sure I understand  
 3 that because it's a dead-end street. Dead ends right  
 4 into the old terminal -- the museum center. So it  
 5 gets in the way of my -- more of my time.  
 6           But, anyway, I would like to hear back  
 7 on that through whatever -- you're going to do to  
 8 address. Thank you.  
 9           MS. JOHNSON: Thank you.  
 10          MR. GRIFFIN: Hey. How you doing? My  
 11 name is Christopher Griffin. I'm the West End  
 12 Community Council president.  
 13          So I just typed out some things  
 14 quickly. But historically, the West End has felt the  
 15 brunt of these changing events, rather with urban  
 16 renewal or with I-75 plowing through our neighborhood.  
 17          This is a once-in-a-lifetime event to  
 18 right a wrong. We're building this new companion  
 19 bridge. We get a chance to regain some of our rich  
 20 history we lost 75 years ago. This opportunity give  
 21 us hope of recovering land, and reconnecting  
 22 Queensgate to his long-lost neighbor of the West End.  
 23          Let's help build upon the City of  
 24 Cincinnati' plan to build better neighborhoods by  
 25 making little impact on its residents, but also making

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1 it safer for pedestrians.  
 2          Also, this opportunity gives us a  
 3 chance to expand our street grid, and open up  
 4 Queensgate to future development. We want our  
 5 community to be walkable, with mixed-use development.  
 6 And I think if we switch our street grid up a little  
 7 bit, it will give us the chance to put the development  
 8 on both sides of I-75.  
 9          Also, in the West End, we would like  
 10 everything to be capped. Like if you can cap the  
 11 whole thing, so it won't even look like it's a  
 12 highway, that would be the best -- on our quality of  
 13 life in the West End.  
 14          That's all I got. All right. Thank  
 15 you. Appreciate it.  
 16          MS. JOHNSON: Thank you.  
 17          Tyler Harris, Chas Wiederhold, and  
 18 Nikki Crenshaw, please approach.  
 19          MR. HARRIS: Tyler Harris from the  
 20 Hilltop Companies.  
 21          I just want to say I'm very excited for  
 22 this project, and the amount of jobs it's going to  
 23 create for the local construction market 'cause we  
 24 could use it right now.  
 25          I'm also excited to go to work on a

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1 project that the whole country is kind of interested  
 2 in. It's not often that Cincinnati gets the spotlight  
 3 like this, so I think it's very exciting.  
 4          So I just want to say thank you for all  
 5 the work you put in, and it's very exciting. So thank  
 6 you.  
 7          MS. JOHNSON: Thank you.  
 8          Chas Wiederhold?  
 9          MR. WIEDERHOLD: Hi. My name is Chas  
 10 Wiederhold, and I'm a resident of Cincinnati,  
 11 northside. I work for GBBN Architects, who has been  
 12 studying this project for the past couple years, and  
 13 there are a few things that I would love to add at  
 14 this public forum.  
 15          First off, it really feels like this  
 16 project wasn't happening for a really long time, and  
 17 then all of a sudden, it was. And it's too late to  
 18 make any changes to it. And I'm really glad that you  
 19 have opened it back up for this commentary from the  
 20 community.  
 21          A few things. In the mid-20th century,  
 22 the construction of the Mill Creek Expressway  
 23 demolished a vast area of Cincinnati's 19th-century  
 24 urban fabric, home to nearly 25,000 predominantly  
 25 African American Cincinnati's -- Cincinnatians. This

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1 area is never rebound or realized what has been  
 2 described as urban renewal.  
 3          So I kind of disagree with some of the  
 4 environmental impacts -- that no disproportionately or  
 5 high-adverse effects on minority or low-income  
 6 populations.  
 7          And we have to look at this in the kind  
 8 of long-term version of what this project has been.  
 9 This is a redo of something, and we need to right the  
 10 wrongs, like the president of the Community Council  
 11 said.  
 12          What needs to happen with this  
 13 project -- there are several criteria to reweave the  
 14 city back into the Queensgate neighborhood, and  
 15 restitch together the West End. The project needs to  
 16 preserve as much possibility for connectivity --  
 17 sacrificial slabs, where they need to be.  
 18 Intersections, where they can go.  
 19          I know that that the project scope is  
 20 limited to kind of as it's been defined to ODOT that  
 21 the City has given criteria. The criteria needs to be  
 22 further detailed and developed to preserve the  
 23 opportunity for the future -- for future projects that  
 24 could build off of this.  
 25          This is the largest piece of

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1 infrastructure that our city has ever gotten. This is  
 2 just the beginning. As active Cincinnatians in this  
 3 project, we need to constantly be on this project,  
 4 making sure that this is what we want it to be. It's  
 5 a massive landmark for our city, and every inch of it  
 6 needs to be designed.

7 MS. JOHNSON: Thank you.  
 8 Nikki Crenshaw?

9 MS. CRENSHAW: Laborers Local 265. I  
 10 don't have a long, drawn-out speech and everything  
 11 because I think I've been touching base with just a  
 12 little bit of everybody in the room. And I was back  
 13 there with Ken kind of dithering and dabbling into some  
 14 of the perspective of Simon Kenton Way and how the  
 15 actual building -- the actual government building down  
 16 there is going to be restructured.

17 And have you guys chosen or have been  
 18 in contact with the Walsh-Kokosing Group -- in regards  
 19 to the contractors who will be actually doing that  
 20 work? Because that money is going to be allocated to  
 21 the actual city -- between the City and the actual  
 22 State Department. That's not --

23 MS. JOHNSON: -- we are not providing  
 24 any formal comments during this --

25 MS. CRENSHAW: Oh.

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1 MS. JOHNSON: This is a verbal comment  
 2 record. And then after the comment period of March  
 3 8th ends, we will, in writing, respond to all at that  
 4 time.

5 MS. CRENSHAW: Okay. That's what I  
 6 want to know. Where -- if you guys have already made  
 7 those decisions already, preliminary wise? Okay.  
 8 Thank you.

9 MS. JOHNSON: Thank you.  
 10 If there's any others that would like  
 11 to be registered, please go back to the sign-in table,  
 12 and they will add you to the list.

13 If there's others that were previously  
 14 registered that would like to come up and speak, I'll  
 15 give you that option here in a few moments. And I'll  
 16 let you know if there's others that would like to  
 17 speak, and you can go after that.

18 Okay. If there's others that were  
 19 registered and would like to approach the podium, I  
 20 just ask that you state your name for the record. And  
 21 you have an additional two minutes.

22 If not, then we will be keeping and  
 23 taking additional verbal comments from now until 3:30,  
 24 and will be available to take those verbal comments.  
 25 If you're uncomfortable talking to a

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1 large audience and having a large countdown clock in  
 2 front of you, we also have the court reporter over  
 3 here. And she will transcribe directly to the  
 4 official record for you to be able to use your  
 5 two-minute time. Still the same two-minute time, but  
 6 she'll just transcribe it for you privately.

7 Okay. Turn me back on.  
 8 For those that are leaving, thank you  
 9 for attending the hearing today. And if you have not  
 10 filled out a comment form there in the center table,  
 11 please do so. Highly encouraged.

12 Also, as Jodi noted, there is the  
 13 right-of-way table in the back right bar, if you would  
 14 like to understand the right-of-way that isn't taken  
 15 for the project, and coordinating through those  
 16 property owners, that's in the back.

17 As well as then there's a hard-copy  
 18 version of the Supplemental Environmental Assessment,  
 19 as well as additional reports on the noise and  
 20 additional mitigation measures that Jodi mentioned  
 21 during her presentation.

22 (Off the record.)

23 THE REPORTER: On the record.

24 MR. SCHMIDT: I'm following the  
 25 discussion that I invited with regard to Cincinnati's

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1 unique location. And it's very stable, and it's a  
 2 pleasant town, and it's a unique town because of the  
 3 hills that we enjoy, and the river that flows through  
 4 those hills on both sides -- Kentucky, and Ohio, and  
 5 not to mention Indiana as well.

6 And so we have a unique threesome, you  
 7 might say, of sisters in the middle that is all  
 8 sharing a very common rock of stability, which we  
 9 don't see in today's understanding of what's going in  
 10 California, Florida, and the New York, even, area.  
 11 But New York, of course, is a very stable rock.

12 But Cincinnati will be a relief valve  
 13 or will accept it's role. So -- scratch that. I'm  
 14 trying to get this right.

15 People will come away from the oceans.  
 16 That's the bottom line. The oceans are hot and  
 17 getting worse. And Cincinnati is a very moderate  
 18 climate in the middle of the United States.

19 And, therefore, as a community, we want  
 20 to embrace people who do want to come and allow some  
 21 efficiency that this effort by the Ohio and the  
 22 Kentucky -- what do we say? Bond? I'm -- kind of  
 23 word --

24 We have a bond. We have a two-state  
 25 bond that is focused on allowing traffic to come

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1 through benign -- as benign as possible. Because in  
 2 the future, it's going to get worse and worse if we  
 3 don't do something --  
 4 THE REPORTER: That's your two minutes.  
 5 MR. SCHMIDT: Pardon me?  
 6 MS. JOHNSON: That was two minutes.  
 7 MR. SCHMIDT: Okay. Thank you.  
 8 THE REPORTER: Thank you.  
 9 (Whereupon, the meeting concluded at  
 10 2:05 p.m.)  
 11  
 12  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

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A P P E A R A N C E S

1 List of Attendees:  
 2 Jodi Heflin, HNTB  
 3 Erica Johnson, Vice President, HNTB  
 4 Stefan Spinosa, ODOT  
 5 Stacey Hans, KYTC  
 6  
 7  
 8 Cameron Aldridge, Public Speaker  
 9 Chris Curran, Public Speaker  
 10 Kerry Devery, Public Speaker  
 11 Barbara Didrichsen, Public Speaker  
 12 Daniel Guthrie, Public Speaker  
 13 Steve Kenat, Public Speaker  
 14 Dylan Lurk, Public Speaker  
 15 Stephan Pryor, Public Speaker  
 16 Nick Riegler, Public Speaker  
 17 Morgan Rigand, Public Speaker  
 18 Kevin Shaw, Public Speaker  
 19 Lauralee Thach, Public Speaker  
 20 Douglas Walton, Public Speaker  
 21 John Wettengel, Public Speaker  
 22 Wes Wettengel, Public Speaker  
 23  
 24  
 25

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1 Brent Spence Bridge Hearing  
 2  
 3  
 4  
 5  
 6 Moderated by Erica Johnson  
 7 Wednesday, February 21, 2024  
 8 5:31 p.m.  
 9  
 10  
 11 Longworth Hall Event Center  
 12 700 West Pete Rose Way, Lobby C  
 13 Cincinnati, OH 45203  
 14  
 15  
 16  
 17  
 18  
 19 Reported by: Marianne Hissong  
 20 JOB NO.: 6410090  
 21  
 22  
 23  
 24  
 25

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P R O C E E D I N G S

1 MS. HEFLIN: We're having -- technical  
 2 issues.  
 3  
 4 Welcome to the public hearing for the  
 5 Brent Spence Bridge Corridor project. This is the  
 6 formal portion of tonight's hearing. We're going to  
 7 present the preferred alternative, and we're going to  
 8 receive public comments on the project. So that is  
 9 why -- there we go.  
 10 I'm Jodi Heflin. I am with HNTB.  
 11 We're one of the engineering firms that's been working  
 12 with KYTC -- actually, working for KYTC and ODOT as  
 13 they evaluate the environmental impacts of the  
 14 project.  
 15 I'm going to be giving a presentation  
 16 where we have a brief project history and overview,  
 17 and then we're going to dive in and talk about the  
 18 environmental impacts of the project. And then we're  
 19 going to discuss measures to offset those impacts and  
 20 provide additional benefits.  
 21 But before we do that, let's go over a  
 22 couple of ground rules; okay? So as I mentioned,  
 23 these are formal hearing proceedings, and so I would  
 24 like to request that we refrain from making any  
 25 comments or asking any questions during this

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1 presentation.

2           And after this presentation, we're

3 going to receive formal spoken comments that are going

4 to be received by KYTC and ODOT. And if you would

5 like to make a comment during that time, and if you

6 haven't done so already, we're just going to ask that

7 you register at the sign-in table at the back of the

8 room; okay?

9           And we'll go over the ground rules for

10 that comment process when we get to that point in the

11 hearing proceedings. But as you're thinking through

12 it, please plan on limiting your remarks to two

13 minutes, and also know that KYTC and ODOT aren't going

14 to be responding to any comments or answering any

15 questions tonight.

16           They're going to be formally responding

17 in writing to all comments at the end of the comment

18 period for the Supplemental Environmental Assessment.

19           So now that we have those ground rules

20 out of the way, let's get started talking about how we

21 got where we are today. So planning for this project

22 began 20 years ago, in 2004, when KYTC and ODOT

23 formally began studying ways to improve I-71 and I-75

24 in Kentucky and Ohio.

25           And through extensive study and public

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1 involvement, they identified one preferred alternative

2 that we're calling the Selected Alternative I. And

3 Selected Alternative I received environmental approval

4 in 2012.

5           Now, since 2012, KYTC and ODOT have

6 been studying ways to improve the project design to

7 reduce impacts and costs, and to introduce additional

8 benefits. And those studies have culminated in a

9 suite of refinements that we're calling Refined

10 Alternative I.

11           And in 2021, the states begin preparing

12 a Supplemental Environmental Assessment. And we went

13 through extensive efforts to update all of the

14 environmental analyses from that original approval,

15 and we updated the impact analysis to reflect Refined

16 Alternative I. And the information in that

17 Supplemental Environmental Assessment is what we're

18 presenting now, today, at this hearing.

19           So the purpose and need for the project

20 was established very early on in that study process,

21 around 2006, and it hasn't changed. The purpose and

22 need for the project is to improve traffic flow and

23 level of service, which is a measure of how well

24 traffic moves through the corridor.

25           It's to improve safety. It's to

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1 correct geometric deficiencies, such as narrow

2 shoulders, and to maintain connections to key

3 transportation corridors.

4           Now several key design features of the

5 project have not changed since that original

6 environmental approval. Refined Alternative I does

7 not change the layout of the main-line highway through

8 the project area. It also doesn't change the number

9 of lanes, and it continues to provide a

10 collector-distributor roadway system.

11           And we're going to talk a little bit

12 more about what that is in just a couple of minutes.

13           What Refined Alternative I does do is

14 it reduces the project footprint, therefore its

15 impacts. It improves how the project's going to

16 operate, and it does that without creating any

17 substantial new or increased impacts.

18           So let's go over, a broad brush, what

19 is Refined Alternative I? It's going to widen 7.8

20 miles of I-71 and I-75, beginning around Marshall

21 Avenue in Ohio, and stretching all the way down

22 through south of Dixie Highway in Kentucky.

23           And in that stretch of roadway, we're

24 going to rebuild every overpass bridge and

25 interchange. We're also going to build a new

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1 collector-distributor roadway system, beginning around

2 Ezzard Charles Drive in Ohio, stretching down through

3 south of 12th Street in Kentucky.

4           Now a collector-distributor roadway

5 system -- I'm going to come up here -- is a system of

6 roads that are built parallel to the interstate, and

7 they're for local traffic -- sometimes you hear them

8 called local lanes.

9           So the way they work is if you were on

10 the interstate, and you would like to access the local

11 streets, first, you would exit on to the

12 collector-distributor road. And from there, you can

13 access the local streets.

14           And it works the same in the other

15 direction. If you're on the local streets, and you

16 would like to get onto the interstate, you're first

17 going to enter that collector-distributor road that's

18 going to then funnel you onto the interstate.

19           And the purpose is to reduce the number

20 of places where people are getting on and off of the

21 freeway to preserve traffic flow and safety.

22           The project's also going to extend some

23 existing frontage roads along Bullock Street and Simon

24 Kenton Way to improve north/south connectivity in

25 Covington. And it's also going to build another set

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1 of collector-distributor lanes between Kyles Lane and  
 2 Dixie Highway in Kentucky.  
 3 So that existing Brent Spence Bridge is  
 4 going to be rehabilitated and have some repairs made  
 5 on that structure.  
 6 So most of you probably know that,  
 7 right now, both the lower- and the upper decks of the  
 8 existing Brent Spence Bridge are three lanes -- four  
 9 lanes with no shoulders.  
 10 Refined Alternative I is going to  
 11 restripe both the lower- and the upper decks to  
 12 provide three lanes with inside- and outside  
 13 shoulders. And the existing Brent Spence Bridge is  
 14 going to become part of that collector-distributor  
 15 roadway system and move local traffic across the Ohio  
 16 River.  
 17 Now immediately to the west, we're  
 18 going to build a brand-new double-decker companion  
 19 bridge. And that bridge is going to have five lanes  
 20 on each deck, and it's going to move interstate  
 21 traffic across the river.  
 22 Now the exact design of that new  
 23 companion bridge hasn't been determined yet, but there  
 24 are two options currently under consideration. The  
 25 first is an arch bridge. This is what a standard arch

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1 bridge would look like.  
 2 And the second is a cable-stayed  
 3 bridge, and this is what is standard cable-stayed  
 4 bridge would look like.  
 5 So the final bridge type is going to be  
 6 determined based on a technical analysis by the design  
 7 team. But regardless of the type that's ultimately  
 8 chosen, KYTC and ODOT are going to work with the  
 9 designer to make sure that that new bridge is iconic  
 10 and visually stunning.  
 11 And they're also going to continue  
 12 coordinating with an aesthetics committee that's been  
 13 established for the project to obtain local input on  
 14 both the design and the appearance of that bridge.  
 15 So all of those improvements we just  
 16 discussed are estimated to cost \$3.6 billion, and that  
 17 includes all costs to deliver the project from  
 18 planning all the way through to the end of  
 19 construction.  
 20 And the project is going to be built in  
 21 three phases. Now in this graphic, north is to your  
 22 right.  
 23 Phase 1 is shown in yellow here. It  
 24 begins at Marshall Avenue and stretches to Findlay  
 25 Street in Ohio. Phase 1 is currently under design,

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1 and construction is expected to begin in 2029.  
 2 Phase 2 is shown in red here. It  
 3 begins -- Findlay Street and stretches to Linn Street  
 4 in Ohio. Phase 2 is also currently under design, and  
 5 construction is expected to begin in 2026.  
 6 Now the remaining six miles of the  
 7 corridor -- which are shown in blue here, including  
 8 that new companion bridge -- are being delivered using  
 9 a progressive design build contract. Construction is  
 10 expected to begin on Phase 3 in 2025, although you  
 11 could see some limited activity starting in late 2024.  
 12 So that progressive design build  
 13 contract presents a unique opportunity for the design  
 14 build team to develop further innovations for the  
 15 design of that southern six miles of the corridor.  
 16 Now Refined Alternative I represents  
 17 the base design, and that's what's evaluated in the  
 18 Supplemental Environmental Assessment. And that's  
 19 what we are presenting at this hearing.  
 20 But KYTC and ODOT are going to evaluate  
 21 innovation concepts developed by the design build  
 22 team, and concepts that improve project quality,  
 23 shorten the schedule, reduce impacts and costs,  
 24 support project goals, and how support at the local  
 25 level may be incorporated into the project.

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1 The design build team is currently  
 2 working through an innovation period where they're  
 3 developing dozens of refinement options, including  
 4 ideas that have been generated through coordination  
 5 with local municipalities, and through public comments  
 6 that we have received over the last couple of years.  
 7 Now those concepts are still being  
 8 evaluated in terms of constructability and cost. And  
 9 KYTC and ODOT are going to spend the next several  
 10 months coordinating feasible suggestions with the  
 11 local municipalities. And they also want the  
 12 opportunity to review comments that come in through  
 13 this hearing process before they make any final  
 14 decisions.  
 15 So based on the current project  
 16 schedule, the project team expects to be sharing  
 17 refinements around May of this year.  
 18 So now we're going to switch gears a  
 19 little bit. And we're going to discuss the impacts of  
 20 Refined Alternative I, that base design, on both the  
 21 human- and the natural environment.  
 22 And we're going to start by discussing  
 23 just the impacts. We're just going to walk through  
 24 what those impacts are expected to be. And then we're  
 25 going to circle back around, and we're going to

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1 discuss measures to offset those impacts, and provide  
 2 additional benefits; okay?  
 3       So that Supplemental Environmental  
 4 Assessment, it evaluated the project's potential  
 5 effects to over 30 resource areas. And KYTC and ODOT  
 6 diligently worked to avoid and minimize impacts as  
 7 much as possible.  
 8       So as a result, only minor impacts are  
 9 expected in most of the areas that we evaluated, and  
 10 net benefits are expected in several areas such as how  
 11 the corridor will look when the project's built, and  
 12 community cohesion.  
 13       So when I said we're going to spend the  
 14 next couple slides talking about impacts, we're going  
 15 to be focusing only on the more notable impacts of  
 16 Refined Alternative I.  
 17       So let's start with land use. 51.2  
 18 acres of additional land will be acquired to build the  
 19 project, and that includes four residential  
 20 relocations, and the partial relocation of one  
 21 business. And it also includes the full relocation of  
 22 24 commercial properties or businesses.  
 23       Now everyone who has to move because of  
 24 the project will be provided relocation assistance by  
 25 ODOT and KYTC. And I also want to let you know that

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1 one of those twenty-four commercial relocations is a  
 2 radio tower in Kentucky, and fourteen of those  
 3 relocations are tenants in portions of Longworth Hall  
 4 that are going to be impacted by construction.  
 5       And those tenants have been given the  
 6 option to relocate to other available office space in  
 7 Longworth Hall, if that's what they would like to do.  
 8       So KYTC began acquiring land in  
 9 Kentucky in early 2022 under that original  
 10 environmental approval. And they have already  
 11 contacted the majority of the impacted property  
 12 owners.  
 13       They haven't yet begun acquiring land  
 14 in Lewisburg. After the Supplemental Environmental  
 15 Assessment receives its final approval, KYTC will  
 16 begin contacting impacted property owners in  
 17 Lewisburg, and will begin the land acquisition process  
 18 there.  
 19       ODOT began acquiring land in Ohio in  
 20 2014, also under that original environmental approval.  
 21 And ODOT's already acquired 70- of the 79 parcels  
 22 needed to build the project and relocated already 5 of  
 23 those 24 businesses that we discussed two slides ago.  
 24       ODOT is continuing to acquire those  
 25 remaining parcels, and they have already contacted all

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1 impacted property owners in Ohio.  
 2       If you have any questions about land  
 3 acquisition, members of the project team are here to  
 4 speak with you, one-on-one, tonight after these formal  
 5 proceedings. Just head to the table in back by the  
 6 bar; okay?  
 7       So let's talk about some impacts to the  
 8 natural environment. Refined Alternative I will  
 9 permanently impact about 2.8 acres of wetlands, and a  
 10 little over 1,000 feet of streams. And the piers for  
 11 that new companion bridge are going to impact about  
 12 350 feet of the Ohio River and portions of its  
 13 floodplain.  
 14       Now all of those impacts that I just  
 15 listed off, they also require various state- and  
 16 federal permits and approvals. And KYTC and ODOT are  
 17 going to make sure that they obtain all those permits  
 18 and approvals before any construction begins that  
 19 would impact these resources.  
 20       The project will also remove 90 acres  
 21 of vegetation that provides habitat for  
 22 threatened- and endangered bat species.  
 23       Now for the purposes of our  
 24 environmental analysis, we call that forested habitat.  
 25 But it consists of a variety of trees and shrubs, some

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1 of them as small as three inches in diameter, and it  
 2 even includes dead trees that are still standing.  
 3       In the project area, a lot of the  
 4 habitat that's going to be removed consists of trees  
 5 and shrubs that have grown up next to the highway.  
 6       The new piers in that -- for that  
 7 companion bridge are also going to impact the mussel  
 8 habitat in the Ohio River.  
 9       We prepared some noise studies for the  
 10 project, and those concluded that the majority of the  
 11 residential- and recreational areas within 500 feet of  
 12 the corridor will be impacted by increased traffic  
 13 noise.  
 14       And as is typical for large  
 15 construction projects, we do expect impacts during  
 16 construction. We expect that traffic congestion is  
 17 going to increase. We also expect that there could be  
 18 some additional impacts to dust, air, noise, and  
 19 erosion during construction activities.  
 20       But those impacts will be temporary,  
 21 and the project team is working to minimize them as  
 22 much as possible.  
 23       Refined Alternative I is going to have  
 24 an adverse effect to two historic properties. The  
 25 first is the Lewisburg Historic District in Kentucky.

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1 The project will remove three structures from that  
 2 Historic District. Two of those structures are also  
 3 historic, and it's also going to acquire small amounts  
 4 of land from some other properties in the Historic  
 5 District.  
 6 In Ohio, Longworth Hall -- which is  
 7 where we are -- will have 204 feet removed from its  
 8 east end.  
 9 And I also wanted to let you know that  
 10 ODOT is currently in the process of purchasing this  
 11 entire building as part of its negotiations with that  
 12 property owner. And they and KYTC intend to use some  
 13 of the office space in this building and some of the  
 14 exterior grounds during construction.  
 15 But ODOT's ownership of the whole  
 16 building and its use of the inside and outside during  
 17 construction aren't expected to have any further  
 18 impacts to the historic integrity of the building.  
 19 So before we talk about park impacts, I  
 20 do want to clarify that for this project, we have been  
 21 considering three interconnected parks in Covington --  
 22 Goebel Park, Kenny Shields Park, and a small dog park  
 23 -- as one large recreational complex that we're  
 24 calling the Goebel Park Complex.  
 25 And Refined Alternative I is going to

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1 remove 2.84 acres of land from the Goebel Park  
 2 Complex. It's also going to remove 360 feet of a  
 3 walking trail and the basketball courts.  
 4 Now in Ohio at the Queensgate  
 5 Playground and Ball Field, ODOT purchased 0.72 acres  
 6 of land under that original environmental approval.  
 7 And in 2014, they provided funding to the City of  
 8 Cincinnati to reconfigure those ball fields to make  
 9 room for the project.  
 10 So for those of you who might have been  
 11 around for a little while, you might remember that  
 12 there used to be two smaller ball fields at this park.  
 13 But using that -- those funds, the City of Cincinnati  
 14 reconfigured the park to provide that one  
 15 all-star-sized ball field that's there today, and they  
 16 also added a playground.  
 17 Refined Alternative I's not going to  
 18 have any further impacts to the Queensgate Playground  
 19 and Ball Field.  
 20 During construction, ODOT's going to  
 21 build either a noise barrier or a ten-foot chain-link  
 22 fence along the park/highway boundary to fulfill its  
 23 commitments from that original environmental approval.  
 24 Okay. So we did it. We talked about  
 25 the more notable impacts of Refined Alternative I.

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1 So, as I promised, now we're going to circle back  
 2 around, and we're going to discuss mitigation  
 3 measures.  
 4 Now mitigation measures are measures  
 5 that are already included in the project to offset  
 6 those impacts that we just walked through.  
 7 For example, KYTC is going to mitigate  
 8 wetland and stream impacts by purchasing credits from  
 9 sites that specialize in restoring wetlands and  
 10 streams.  
 11 Now the exact acres that are going to  
 12 be restored won't be finalized until they get through  
 13 that permitting process that I mentioned a little  
 14 earlier. But it's typical that three- to four acres  
 15 are restored for every one acre that is impacted.  
 16 The project will also include best  
 17 management practices to control sediment and erosion  
 18 to avoid further impacts to wetlands and streams, both  
 19 during construction and after the project is built.  
 20 And in Ohio, they're required to  
 21 mitigate for water quality due to increased stormwater  
 22 runoff. And ODOT's been coordinating with the Sewer  
 23 District and the Ohio Environmental Protection Agency  
 24 to identify mitigation options. And they're going to  
 25 finalize those mitigation measures as the project

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1 moves through the detailed design phases.  
 2 We're going to mitigate, and avoid, and  
 3 minimize impacts to threatened and endangered species  
 4 by clearing only the trees and shrubs that are needed  
 5 to build the project.  
 6 And where trees and shrubs need to be  
 7 removed, that's all going to occur during certain  
 8 times of the year when those threatened and endangered  
 9 bats don't tend to use those types of habitats.  
 10 KYTC is also going to be making a  
 11 contribution to the Imperiled Bat Conservation Fund,  
 12 which is a program that focuses on conservation  
 13 efforts for those species.  
 14 And in the Ohio River, all of the  
 15 mussels in the project area are going to be relocated  
 16 to areas upstream of the project before any  
 17 construction begins in the Ohio River.  
 18 In terms of those temporary  
 19 construction impacts, KYTC and ODOT are committed to  
 20 coordinating closely with the local municipalities,  
 21 agencies, and stakeholders to minimize those impacts  
 22 as much as possible.  
 23 They're going to be preparing detailed  
 24 traffic management-, maintenance of traffic-, and  
 25 incident management plans to minimize disruption. And

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1 the public can expect frequent updates on construction  
 2 activities so that you can plan accordingly during  
 3 that construction process.  
 4 The project team is also going to  
 5 implement a dust control plan and measures to monitor  
 6 and protect air quality, to manage noise, and to  
 7 control sediment and erosion during construction  
 8 activities.  
 9 And in Ohio, ODOT is going to restore  
 10 local roadways that might be impacted by some  
 11 increased traffic during construction back to the  
 12 condition that they were in before construction began.  
 13 KYTC is going to mitigate those adverse  
 14 effects to the Lewisburg Historic District by creating  
 15 historic records of those structures that are removed.  
 16 And they're also establishing a \$1.2  
 17 million grant that's going to be administered by the  
 18 City of Covington to improve the facades of other  
 19 structures within the Historic District.  
 20 And during construction, the project  
 21 team is going to develop a plan to monitor and protect  
 22 sensitive historic resources during construction  
 23 activities that can produce a lot of vibration. And  
 24 if that monitoring shows that any damage has occurred,  
 25 it will be repaired.

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1 ODOT is going to mitigate the adverse  
 2 effects to Longworth Hall by installing new exterior  
 3 storm windows on the entire building. And after that  
 4 204 feet is removed, they're going to rebuild that  
 5 east wall to more closely resemble its original  
 6 appearance. And windows that are removed are going to  
 7 be refurbished, and they're going to be used in the  
 8 construction of that new east wall.  
 9 And if there are any windows left over,  
 10 or any other materials that maintain historic  
 11 integrity, they're going to be stored here on site so  
 12 that they can be used in any future repairs or  
 13 renovations of the structure.  
 14 ODOT's also going to repair bricks on  
 15 the entire building and refurbish the lettering on the  
 16 top of the building. And you're going to see a new  
 17 cornerstone and a sign to explain the history of the  
 18 building, and its contribution to the history of the  
 19 area.  
 20 KYTC has been coordinating mitigation  
 21 measures for the Goebel Park Complex with the City of  
 22 Covington, and they're going to provide -- KYTC is  
 23 going to provide \$100,000 to the City to prepare a  
 24 master plan for the Goebel Park Complex. And KYTC is  
 25 also going to rebuild that walking trail.

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1 Now after the project is built, it's  
 2 going to free up 2.23 acres of land that's currently  
 3 occupied by the 5th Street ramp. And KYTC is going to  
 4 turn that land back over to the park. And so the net  
 5 result is that the Goebel Park Complex will be 0.6  
 6 acres smaller after the project is built.  
 7 So just to recap, Refined Alternative  
 8 It's going to remove 2.84 acres of land from the  
 9 southwest corner of the Goebel Park Complex. Now that  
 10 land is very low-lying, and it does tend to flood.  
 11 And they're going to replace that with  
 12 2.23 acres of land in the northwest corner of the  
 13 Complex. And that land is at a higher elevation, and  
 14 it is not prone to flooding.  
 15 Moving forward with those mitigation  
 16 measures, KYTC is also going to fund the replacement  
 17 of the basketball courts, or the construction of a  
 18 comparable outdoor recreational facility. And that's  
 19 going to be dependent on what the City of Covington  
 20 decides during that master-planning process.  
 21 KYTC is also going to fund the  
 22 relocation of the outdoor pool, or the construction of  
 23 a new aquatic facility, again based on what comes out  
 24 of that master plan.  
 25 And finally, if the project requires

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1 those basketball courts to be removed before their  
 2 replacement is built, KYTC will provide additional  
 3 project funds to relocate those courts on a temporary  
 4 basis to another location within the park.  
 5 So the Federal Highway Administration  
 6 intends to make a de minimis impact determination for  
 7 the Goebel Park Complex. Now that's just a really  
 8 fancy Latin way of saying that the impacts are minor  
 9 in nature, and that after we consider avoidance,  
 10 minimization, mitigation, and enhancement, they won't  
 11 have an adverse effect to the park.  
 12 So the public can provide comments on  
 13 the impacts to the Goebel Park Complex here at this  
 14 hearing and during the public comment period for the  
 15 Supplemental Environmental Assessment.  
 16 And after that comment period is over,  
 17 KYTC is going to obtain written concurrence from the  
 18 City of Covington. And the Federal Highway  
 19 Administration will make that final de minimis impact  
 20 determination based on the outcome of those public  
 21 comments and concurrence from the City.  
 22 So let's talk about noise a little bit.  
 23 So noise barriers have to meet a set of criteria that  
 24 demonstrate that they are both feasible and reasonable  
 25 before they can be proposed for construction. And

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1 both KYTC and ODOT have their own noise policies that  
 2 define what that criteria is in each state.  
 3         So in Kentucky, KYTC is proposing seven  
 4 noise barriers. They're shown in orange on your  
 5 slide. And they're generally on both sides of the  
 6 interstate. They begin around 4th Street, and they  
 7 stretch down through south of Dixie Highway in Fort  
 8 Mitchell.  
 9         In Ohio, ODOT is proposing five noise  
 10 barriers that meet the requirements of their noise  
 11 policy. They are also shown in orange here. They're  
 12 all on the east side of the interstate. They begin  
 13 around Bank Street, and they stretch down through the  
 14 Queensgate Playground and Ball Field.  
 15         Now both KYTC and ODOT are going to be  
 16 conducting additional public involvement with both the  
 17 property owners and the tenants who would benefit from  
 18 those noise walls that we just looked at.  
 19         Now each state is going to follow their  
 20 own noise policy in how they go about that public  
 21 involvement, that you can expect it to be occurring  
 22 during the detailed design phases of the project.  
 23         Okay. So let's wrap this presentation  
 24 up by discussing enhancements. Enhancements are also  
 25 measures that have already been incorporated into the

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1 project, and they are intended to provide additional  
 2 benefits to the surrounding communities.  
 3         So, for example, I want to go straight  
 4 back to noise. So there are two locations in Kentucky  
 5 that didn't quite meet all of the criteria of their  
 6 policy. But KYTC has decided to go above and beyond  
 7 their policy and propose those barriers, anyway.  
 8         The first location is shown in green on  
 9 your slide. It's on the east side of the interstate.  
 10 It begins around 4th Street and ends around Pike  
 11 Street in the Mainstrasse area of Covington.  
 12         The second one is on the west side of  
 13 the highway, in the vicinity of Maple Avenue in Fort  
 14 Mitchell.  
 15         KYTC has also heard feedback that  
 16 there's some interest in some potential transparent  
 17 noise walls in some locations. And they're going to  
 18 continue evaluating those options as they move through  
 19 that noise public involvement process.  
 20         Another example of an enhancement  
 21 incorporated into the project is the work that's gone  
 22 into improving the look of the corridor.  
 23         KYTC and ODOT are going to continue  
 24 coordinating with the Project Aesthetics Committee to  
 25 develop that companion bridge and make sure that it is

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1 an iconic and aesthetically pleasing structure. And  
 2 they're also going to identify additional aesthetic  
 3 enhancements for the existing Brent Spence Bridge.  
 4         And they're going to continue  
 5 coordinating with aesthetic subcommittees that have  
 6 already been established in Ohio, Covington, Fort  
 7 Wright, and Fort Mitchell to finalize landscaping- and  
 8 streetscaping plans, gateway opportunities, and  
 9 aesthetic treatments for various design features such  
 10 as piers and retaining walls.  
 11         And here in Ohio, every overpass bridge  
 12 is going to have translucent screen walls with lights  
 13 on the inside of the panels. It should look pretty  
 14 cool, driving down the corridor, and seeing those all  
 15 lit up.  
 16         The project is also going to build new  
 17 or rebuild existing sidewalks, shared-use paths,  
 18 and/or bike lanes on every local street that crosses  
 19 the interstate in the project area, and on several of  
 20 the local streets that are parallel to the interstate.  
 21 We expect that's going to improve options for  
 22 pedestrians, and bicyclists, and improve connections  
 23 in those communities.  
 24         Another example of an enhancement is  
 25 how ODOT worked with the City of Cincinnati to

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1 reconfigure the ramps Downtown and free up ten acres  
 2 of land that the City could then use for some  
 3 potential redevelopment or civic space. Public space,  
 4 or civic space.  
 5         ODOT is also committed to building an  
 6 additional 50 feet of green space on both sides of the  
 7 Ezzard Charles Drive Bridge, and then the City could  
 8 use that green space in the future for some potential  
 9 civic space or retail development.  
 10         Now ODOT is committed to funding the  
 11 design of that widened bridge, and they're going to  
 12 share the cost of building it with the City of  
 13 Cincinnati.  
 14         In terms of stormwater, both KYTC and  
 15 ODOT have committed to separating all stormwater  
 16 runoff from the interstate in the project area from  
 17 existing combined sewer systems. And modeling shows  
 18 that that's going to substantially reduce the amount  
 19 of water flowing into those combined sewer systems.  
 20         KYTC is also committed to implementing  
 21 measures to reduce flooding in the Peaselsburg area.  
 22         And both states are going to continue  
 23 coordinating with local agencies and their respective  
 24 sanitary- and sewer districts to finalize those  
 25 stormwater details as the project moves through detail

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1 design.  
 2 And finally, for that progressive  
 3 design build contract for that southern six miles of  
 4 the corridor, KYTC and ODOT are establishing goals to  
 5 provide opportunities for disadvantaged business  
 6 enterprises to participate in both the design and the  
 7 construction portions of that contract.  
 8 They're also establishing an on-the-job  
 9 training program and a workforce development plan.  
 10 And a Diversity & Inclusion Outreach Committee has  
 11 already been established to provide feedback and  
 12 support for those efforts.  
 13 So there we go. We have walked through  
 14 the primary impacts, the mitigation measures, and the  
 15 enhancement measures for Refined Alternative I.  
 16 You can read the full environmental  
 17 analysis, including the comparison to the original  
 18 environmental approval, and a comprehensive list of  
 19 all the mitigation and enhancement measures, in the  
 20 Supplemental Environmental Assessment.  
 21 We do have some copies of that document  
 22 here that you can look through tonight, or you can  
 23 read through it, drinking your coffee in the morning,  
 24 at this website right here. If you prefer, you can  
 25 also read it in print at both the Covington- and the

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1 West End libraries.  
 2 So we're getting ready to move into  
 3 that formal comment period. But before we do that, I  
 4 would just like to point out that that's only one way  
 5 that you can provide a comment on the project.  
 6 You can comment on the project via any  
 7 of the methods that are listed here, and there's some  
 8 additional details about that in your hearing handout.  
 9 Every comment, no matter how we receive  
 10 it, is afforded equal weight in the project record,  
 11 and KYTC, ODOT, and the Federal Highway Administration  
 12 will consider and formally respond in writing to all  
 13 comments before making a final decision on the  
 14 Supplemental Environmental Assessment.  
 15 Okay. So as we move into that formal  
 16 comment period, I would like to make some  
 17 introductions. I would like to introduce you to  
 18 Stefan Spinosa from the Ohio Department of  
 19 Transportation -- he's the project manager for Ohio --  
 20 and to Stacey Hans, the project manager for the  
 21 Kentucky Transportation Cabinet. They're going to be  
 22 receiving public comments on behalf of ODOT and KYTC.  
 23 And I also would like to introduce  
 24 Erica Johnson. She's also with HNTB. She's going to  
 25 be moderating that comment period.

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1 So thank you, everyone, for your  
 2 attentiveness, and -- during this presentation. And I  
 3 hope you have a good evening.  
 4 MS. JOHNSON: Thank you, Jodi.  
 5 All right. Well, as we begin our  
 6 formal verbal comments, I want to talk through that  
 7 there are a few ground rules and housekeeping items.  
 8 You must pre-register. If you have not  
 9 registered yet, but wish to, please pick up the  
 10 registration cards at the sign-in table if you have  
 11 not done so already.  
 12 Any member of the public is permitted  
 13 to speak. However, I ask that an organization select  
 14 one single spokesperson to make your formal comment.  
 15 All comments should -- during the  
 16 public period will be recorded for the public record.  
 17 And then -- so to facilitate fair and  
 18 orderly expression of comments, speakers are going to  
 19 be given two minutes to speak. Of those -- of this  
 20 two minutes while you're up here at the microphone, if  
 21 you do finish your comment before the two minutes,  
 22 those additional -- times are forfeited.  
 23 If you do go over, or you're  
 24 approaching the two minutes, then I will pause. And  
 25 then you do have the opportunity -- at the end, I will

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1 call all those that have registered to be able to come  
 2 back up for an additional two minutes.  
 3 I will also request if there's anyone  
 4 at the end of the list of those that have registered,  
 5 if you would like to register for comments, that you  
 6 can potentially come -- you can come up and then have  
 7 your two minutes before all those that have  
 8 pre-registered -- that have already given their  
 9 comments -- for you to be able to give your comments  
 10 before they start again.  
 11 So for conduct, I ask that you all be  
 12 respectful and considerate of the participants' time.  
 13 That is why we're selecting the two minutes. Also,  
 14 for the time limits, as I was just saying, please be  
 15 respectful of everyone. Do not use demeaning or  
 16 derogatory words or actions.  
 17 As the moderator, I will observe these  
 18 ground rules and be able to implement, and pause you,  
 19 if you're using inappropriate language, or -- it's a  
 20 family affair. Think of it as a family-friendly  
 21 commenting period. So, please, I ask that at this  
 22 hearing, you observe --  
 23 So with that, I'm going to start. And  
 24 I will call up the first commenter, and then kind of  
 25 have on-deck the next two after that. And I will

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1 continue to go down through the list.  
 2 The list is going to be showing up on  
 3 both of these screens. As you can see, there's a  
 4 countdown clock, so you'll be able to see that two  
 5 minutes. I'll pause, if I need to, for you to  
 6 continue, but please be cognitive of that two minutes  
 7 at the hearing.  
 8 Cameron Aldridge, John Wettengel, and  
 9 Steve Kenat. Please state your name and your  
 10 organization, if you are with an organization, and  
 11 begin.  
 12 MR. ALDRIDGE: Cameron Aldridge. I'm  
 13 here with Civic --  
 14 So my comments are mainly with the --  
 15 in regards to spaces taking up on the Ohio side.  
 16 Mainly, with the I-75 and I-71 junction that's on  
 17 there. I think that more effort needs to be put into  
 18 shrinking the footprint that's taken up by that  
 19 junction, and also in re-establishing that street grid  
 20 system.  
 21 The area of Queensgate over here, where  
 22 we are right now, used to be a very thriving community  
 23 in the '50s. A lot of housing used to be over here.  
 24 And I think that taking efforts to develop that and  
 25 re-establish that street grid system in connecting the

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1 Downtown community to this area would be hugely  
 2 effective for the city.  
 3 We have seen in the early 2000s the  
 4 development that went into the banks. I think the  
 5 economic impact from that redevelopment was hugely  
 6 beneficial for the city and the banks system,  
 7 connecting that both for pedestrians -- and just  
 8 re-establishing that street system.  
 9 I think that's the main thing that we  
 10 just need to focus on is reducing the size and the  
 11 space that's taken up, so it's much more easier for  
 12 pedestrians to get from the Downtown system over to  
 13 Queensgate and back and forth.  
 14 There's a lot of space being taken up  
 15 by that junction. I think more efforts can be put  
 16 into shrinking that system. There's an organization  
 17 called Bridge Forward that's put up some great design  
 18 proposals that I'm really behind. I like their system  
 19 that they set up. I think it does a lot better job at  
 20 connecting those communities.  
 21 That junction is right there on the  
 22 river. Some of the most valuable real estate in the  
 23 whole city is right there by the river. So I think a  
 24 lot of thought needs to be put into shrinking that  
 25 down and connecting those communities.

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1 Thanks.  
 2 MS. JOHNSON: Next? Please remember to  
 3 state your name --  
 4 MR. J. WETTENGEL: My name is John  
 5 Wettengel. I'm not here with any organization.  
 6 My main comments would be that we  
 7 really need to look to reduce the size of the  
 8 interstate as much as possible.  
 9 And then more importantly than that, in  
 10 my opinion, is reconnecting the street grid to the  
 11 Queensgate area. Getting ten acres back, thirteen  
 12 acres back, however many you can get back by just  
 13 reducing the size of the freeway is good.  
 14 But when you connect the street grid to  
 15 a new area, you get hundreds of acres of land that is  
 16 now feeling more connected to the Downtown area and  
 17 feeling more connected to places with our things, so  
 18 you really get hundreds of acres of developable land  
 19 back by doing that.  
 20 I think when building this project, we  
 21 need to be very cognizant of the fact that this is not  
 22 a project that's going to only be here for the next 20  
 23 years. It's going to be here for 70-, 100 years.  
 24 So what's built, it has to be something  
 25 that in 70 years, you look back at, you say, "I'm glad

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1 we built the project, and the way we built it."  
 2 If the final piece of concrete gets  
 3 poured, and you look at the project, and you go, "Wow.  
 4 That's only all right. We did less than we could do,"  
 5 it's going to be very disappointing.  
 6 And it will be something that you're  
 7 not disappointed with just when it's finished, but  
 8 that you're disappointed with for the next 70 years.  
 9 That my kids will be disappointed with what they're  
 10 looking at.  
 11 So I think that every single  
 12 consideration has to be made to reconnect the street  
 13 grid and to shrink the footprint of this project so  
 14 that we can look back, when we're done in 20 years,  
 15 and be very proud of the work that's been done on this  
 16 project.  
 17 Thank you.  
 18 MS. JOHNSON: Thank you.  
 19 MR. KENAT: Good evening. My name is  
 20 Steve Kenat. I'm an architect. I'm the director of  
 21 community development for SHP, and I'm a Downtown  
 22 Cincinnati resident.  
 23 I have also been a member of the City  
 24 of Cincinnati DOTE's Brent Spence Advisory Committee.  
 25 So I respect the work with ODOT, KYTC, and DOT here

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1 that's been put into this project since 2010.  
 2 I'm especially grateful for the  
 3 revisions that have been made in the last 12 months in  
 4 working with individuals and groups like Bridge  
 5 Forward as an advocacy group. The plans definitely  
 6 improved.  
 7 We think it can be improved better by  
 8 part of the -- continuing the innovation as was  
 9 described as part of the progressive design build  
 10 process.  
 11 This is a once-in-a-century opportunity  
 12 that we have. So why are we continuing to advocate  
 13 for this? For a similar solution as Fort Washington  
 14 Way because expanding Downtown creates an opportunity  
 15 for Downtown to grow. The convention center, arena,  
 16 housing, a mix of things that we need in order to  
 17 position ourselves for the future.  
 18 Expanding Downtown reduces the  
 19 remaining gap into Queensgate, and as was described,  
 20 that can also become a connected mixed-use  
 21 neighborhood. Expanding the street grid into  
 22 Queensgate makes both sides of I-75 more accessible  
 23 and more safe for pedestrians, for bikes, and for  
 24 drivers.  
 25 A \$3.6 billion infrastructure project

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1 ought to be able to solve more than one problem. It's  
 2 not just about bridge congestion. If people are  
 3 passing through the city, that's great, we want them  
 4 to have safe passage. But it needs to support those  
 5 who live here, and those we want to continue to  
 6 attract so the city can continue to thrive.  
 7 The referenced benefit to \$100 million,  
 8 which is the price tag that has been talked about for  
 9 Bridge Forward's advocating, could unlock \$3.3 billion  
 10 of future investment and economic impact.  
 11 So we think that the long view for this  
 12 project is one that should really support the work in  
 13 the West End and continued thriving in the city.  
 14 MS. JOHNSON: Thank you.  
 15 Morgan Rigand, Douglas Walton, and  
 16 Barbara Didrichsen?  
 17 MS. RIGAND: Hello. Good evening. I'm  
 18 Morgan Rigand. I'm a resident in West 4th Historic  
 19 District on the Cincinnati side. My husband enjoyed  
 20 living there for the better part of the last decade.  
 21 And we look at Brent Spence Bridge  
 22 every day out of our bedroom window, so we are so  
 23 thankful that our two states have been able to come  
 24 together, and experts have been able to come together,  
 25 to address this need and rally folks at a national

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1 level to come behind this project and support it.  
 2 We also know that now is the time to  
 3 connect Downtown with Queensgate, and to extend our  
 4 street grid to that neighborhood, and open up our  
 5 neighborhood to stretch its arms back out to  
 6 Queensgate as it once had previously enjoyed that  
 7 connectivity.  
 8 We know that it would enliven our  
 9 neighborhood to add housing. And while adding ten  
 10 acres to our neighborhood of buildable land is  
 11 excellent, we know that thirty acres could be a  
 12 footprint for a -- an answer to our affordable housing  
 13 crisis and so much more.  
 14 So I hope that you will continue the  
 15 process of working with Bridge Forward to develop  
 16 these ideas, and work together to continue to improve  
 17 that connectivity between Downtown and Queensgate.  
 18 Thank you very much.  
 19 MS. JOHNSON: Thank you.  
 20 MR. WALTON: My name is Douglas Walton,  
 21 and I'm representing myself.  
 22 Everybody that spoke before me has kind  
 23 of already took my thunder away. But I'm going to  
 24 have time to say what I need to say, anyway.  
 25 I think the plan does needs continuous

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1 improvement. And I think that it needs to be adjusted  
 2 to main line to allow I-75 to -- for more land be  
 3 returned to the city.  
 4 I think we need to re-establish the  
 5 Historic Street Bridge between Downtown and Queensgate  
 6 for all Blacks from 5th Street to 9th Street. The  
 7 strength -- we need to strength the walking distance  
 8 between Downtown and Queensgate to 160 feet.  
 9 Doing all the above would generate 3.4  
 10 billion in economic return by providing local street  
 11 access to all sides of the land returned.  
 12 And, also, we would achieve a sort of  
 13 restorative justice from the horrible -- renewable  
 14 projects of the '50s and '60s -- in our district. My  
 15 mother lived in Kenyon-Barr District and she had to  
 16 move out of her house to make way for the original  
 17 freeway, which I think is horrible.  
 18 And, also, with that land, I think with  
 19 that 40 acres, you could build housing. You could do  
 20 mixed-use housing. You might do an innovation hub, or  
 21 things like that. Make another a park connected to  
 22 Smale Park.  
 23 So I think all those things need to be  
 24 done, and, hopefully, it will be done. Thank you.  
 25 MS. JOHNSON: Thank you.

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1 MS. DIDRICHSEN: Hello. I'm Barbara  
 2 Didrichsen. I'm a resident of Cincinnati.  
 3 I am -- I'm too young to remember the  
 4 city of Cincinnati before the freeway system. But I  
 5 am old enough to remember being a very young child,  
 6 riding the bus along Central Parkway with my mother  
 7 when it was under construction. And it's a vivid  
 8 memory of a big gash in the land, separating our city.  
 9 I really appreciate all the work that  
 10 you have been putting into this project, all the ways  
 11 that you are trying to address the concerns that we  
 12 have.  
 13 But this is a once-in-a-generation  
 14 chance for us to be able to correct a very severe  
 15 wrong that was done many years ago to reconnect parts  
 16 of our city that have been disconnected from us ever  
 17 since that time.  
 18 I'm here in support of the Bridge  
 19 Forward plan, to the extent possible. I hope we can  
 20 continue to get you to work with them to refine the  
 21 plan. I appreciate that you made a progressive plan  
 22 that leaves room for that.  
 23 And I wanted to restore the street  
 24 grid. Reconnect Queensgate, the West End, with the  
 25 rest of Cincinnati, and enhance opportunities for

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1 pedestrians and cyclists. I actually get out of on my  
 2 bicycle, myself, a lot of times, riding through the  
 3 city. And I would appreciate a lot more opportunities  
 4 to be able to do that safely.  
 5 So thank you very much. Appreciate it.  
 6 MS. JOHNSON: Thank you.  
 7 Lauralee Thach, Chris Curran, and Kerry  
 8 Devery. And state your name, and then I'll start the  
 9 time.  
 10 MS. THACH: Okay.  
 11 Hello. I'm Lauralee Thach, and I'm  
 12 here representing myself as a resident of the city of  
 13 Cincinnati.  
 14 I greatly appreciate all the work that  
 15 has been done so far on this project to take in public  
 16 comment, to take in what organizations have said about  
 17 this project, and to do further environmental  
 18 concerns.  
 19 However, I do believe that more is  
 20 necessary to truly do this project justice. Like  
 21 everybody has said, and I will say, this is a  
 22 once-in-a-lifetime opportunity. This is something  
 23 that we will look back for generations, and we will  
 24 want to have done correctly, and we will want to have  
 25 done in a way that benefits us now and us in the

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1 future.  
 2 I believe that this bridge needs to  
 3 reconnect the communities of Downtown and the West  
 4 End. The I-75 main line needs to be adjusted to allow  
 5 for further regeneration of land in the Downtown area.  
 6 We need to make this plan better for  
 7 pedestrians, and we need to make this plan better for  
 8 cyclists. We need to make this plan better for our  
 9 future.  
 10 I am disappointed that more has not  
 11 been done already to support plans such as Bridge  
 12 Forward or other considerations that reduce the  
 13 footprint of this plan.  
 14 And I look forward to seeing how this  
 15 plan will take into consideration everybody's concerns  
 16 that have been said tonight, and how we will connect  
 17 our community as Cincinnati is wanting to do.  
 18 Thank you.  
 19 I can help you.  
 20 MS. CURRAN: Okay. The short person is  
 21 here. Okay.  
 22 I'm Chris Curran. I live in Ohio, work  
 23 in Kentucky. Well aware of the need for safe transit  
 24 over the Ohio River.  
 25 I have been an advocate for clean air

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1 and clean water for over half a century. And I  
 2 believe it's a complete environmental injustice to  
 3 spend \$3.6 billion on a single mode of transportation.  
 4 It's very discouraging, reading that  
 5 there would be no disproportionate impacts on  
 6 low-income-, zero-car households, adults with  
 7 disabilities, older adults. Many people cannot drive.  
 8 So a one-horse-, one-highway solution is, as I said, a  
 9 complete environmental injustice.  
 10 The increase in traffic that is  
 11 projected doesn't match what the highway traffic  
 12 counts are. These were from ODOT for year, after  
 13 year, after year. So either the purpose and need is  
 14 misguided.  
 15 Sixteen lanes is way too much for we  
 16 are going to have tremendous impacts on  
 17 traffic-related air pollution. I have been monitoring  
 18 the ozone, which is normally high in the summer. In  
 19 the winter, it's been moderate. That doesn't sound  
 20 bad, but when you're asthmatic like I am and 13  
 21 percent of our community, that's a health disparity  
 22 and environmental injustice.  
 23 The stormwater may be separated from  
 24 the combined sewers but funneling it into a  
 25 150-year-old brick sewer on the Ohio side is poor

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1 design. Something is going to go wrong.  
 2 The stormwater itself has been  
 3 documented to have high levels of toxic metals since  
 4 the 1990s. Nothing in the plan says what you're going  
 5 to do to mitigate that.  
 6 A lot more needs to be done. Thank  
 7 you.  
 8 MR. DEVERY: My name is Kerry Devery.  
 9 I am a resident of the city of Cincinnati, and I also  
 10 work at the Edge of the Downtown basin.  
 11 I would like to see a full  
 12 environmental study because some of the assumptions  
 13 don't seem very clear to me in the Supplemental. I'm  
 14 specifically thinking about how it talks about  
 15 emissions and greenhouse gas will go down with this  
 16 plan, and it just seems very unlikely.  
 17 The assumptions in the report are  
 18 saying that it will go down because of reduced  
 19 congestion and adoption of electric vehicles, if I  
 20 remember correctly, and that just seems very unlikely  
 21 especially over the next 30 years.  
 22 There's been -- in the recent retail  
 23 market, there's been a huge drawback in sales of EVs,  
 24 showing there's not as much appetite for them as we  
 25 realized, especially since a lot of that kind of

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1 adoption rate is based off of a subsidy. So if you --  
 2 if the federal government doesn't pursue those  
 3 subsidies, then the adoption rate is just not going to  
 4 be there.  
 5 Additionally, it's going from four  
 6 lanes to eight lanes. So you're bringing a ton of  
 7 cars. You're doubling the capacity on the bridges.  
 8 So you're going to bring a ton of emissions with them.  
 9 So yeah. The congestion might be  
 10 reduced, but then, eventually, congestion is going to  
 11 kick back in again. So then we'll have worse  
 12 emissions than we have now in ten years, twenty years  
 13 into the project lifecycle.  
 14 And that's what I also haven't seen is  
 15 why is it eight lanes? My understanding is based off  
 16 of future modeling, 30 years in the future. Well, how  
 17 many lanes do we need for today's traffic? 'Cause we  
 18 don't want more traffic. We don't want more  
 19 emissions. And if you don't build eight lanes, we  
 20 won't get eight lanes of traffic.  
 21 And finally, just allow for more street  
 22 grid, more land capture, and conversion in two ways in  
 23 Downtown, both in Cincinnati and Covington.  
 24 Thank you.  
 25 MS. JOHNSON: Next up is Stephan Pryor,

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1 Kevin Shaw, and Dylan Lurk.  
 2 MR. PRYOR: How are you all doing?  
 3 Ms. Jodi, you did a good job.  
 4 Ms. Jodi -- did a great job. But I'm  
 5 going to talk about this street grid --  
 6 MS. JOHNSON: Can I ask you to say your  
 7 name for the record?  
 8 MR. PRYOR: Stephan -- my fault.  
 9 Stephan Pryor. Stephan Pryor.  
 10 I'm going to talk about the street  
 11 grid. Well, we in Queensgate area, back in the '50s  
 12 and '40s, Kenyon-Barr, when I-75 -- when it actually  
 13 came through the city of Cincinnati, actually was  
 14 rooted in racism by pushing the Blacks out of the  
 15 community of Kenyon-Barr for the I-75 project.  
 16 One of our council members, Scotty  
 17 Johnson, did an apology for the city.  
 18 And if I'm not mistaken, Queens City  
 19 [sic] is a business district area with 366 business  
 20 parcels. It had no community at all. So how can it  
 21 allow a street grid to come down here?  
 22 But the city need to eliminate the  
 23 52 -- 52 community because this community -- this is  
 24 not a community. They have no purpose but the purpose  
 25 of a community down there. No people. It have no

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1 council down in Queensgate.  
 2 They can't restore part of this West  
 3 End through the Kenyon-Barr by making a Black business  
 4 district down in this area. There is no residents in  
 5 this approved public purpose letter that are required  
 6 on this project to receive government funds.  
 7 So if I'm not mistaken, from  
 8 Kenyon-Barr incident, what happened -- rooted in  
 9 racism. This shouldn't have a street grid at all down  
 10 here. I'm against that because it's not fair.  
 11 But I like the Ezzard Charles. I like  
 12 that. How you all have it in that background on you  
 13 all' map about the Ezzard Charles with business up  
 14 there. That look good doing that.  
 15 But Queensgate has no residents at all,  
 16 so that wouldn't look good as a street grid going at  
 17 all. So I approve that message.  
 18 Thank you.  
 19 MS. JOHNSON: Thank you.  
 20 MR. SHAW: Hi. Kevin Shaw, city of  
 21 Cincinnati Downtown resident, and just speaking on  
 22 behalf of myself.  
 23 I wanted to just talk a little bit  
 24 about air quality as a Downtown resident. I haven't  
 25 had a chance to read the whole supplemental report,

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1 but I did notice that there is no currently listed in  
 2 the executive summary, mitigation, or enhancement  
 3 measures for air quality specifically.  
 4 Just as a Downtown resident  
 5 specifically, I think the Brent Spence Bridge and  
 6 I-71, which I live slightly closer to, already  
 7 contributed significantly to the air quality in the  
 8 region.  
 9 And I think it's noteworthy that asthma  
 10 rates I know are very, very high within the city,  
 11 within the city's residences, especially if we wanted  
 12 to grow as an agency, and I look forward to looking  
 13 into that more as I read through the entire document.  
 14 I -- and just broadly speaking, I think  
 15 it's notable throughout that emissions that will be  
 16 created by this project are going to continue to  
 17 contribute to climate change. It's not just this  
 18 project. It's a system-wide problem. But I think  
 19 this project is representative of that as a whole.  
 20 Our city has worked really hard as part  
 21 of the Green Cincinnati Plan to implement changes that  
 22 we can do locally. And the one area that is not  
 23 budging is transportation and mobile sources -- or  
 24 mobility-related sources. Excuse me. I think that's  
 25 pretty -- it's pretty obvious that we have done a lot

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1 as far as producing that.  
 2 But the more and more cars that we add  
 3 to our community, to our city, to the Downtown  
 4 streets, to this new collector-distributor system are  
 5 likely to contribute to continuing to shrink the area  
 6 of Downtown that is actually livable.  
 7 Despite the ten acres that are fringe  
 8 right by the middle of the highway where no one really  
 9 particularly wants to spend time generally because of  
 10 things like air quality and noise that are not  
 11 appropriately mitigated.  
 12 Thank you.  
 13 MS. JOHNSON: Thank you.  
 14 MR. LURK: Good evening. Dylan Lurk,  
 15 West 4th Street resident. But, actually, I'm here  
 16 tonight representing the Bridge Forward.  
 17 So Bridge Forward is more than just a  
 18 technically feasible design that your agencies have  
 19 listened to, and commented on, and that we have  
 20 iterated on. But we're also out here advocating for  
 21 design improvements to attempt to right the wrongs of  
 22 the past.  
 23 There would certainly be benefits to  
 24 our Greater Metropolitan Region out of this project.  
 25 Of course, it will be the wages and the expenditures

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1 during construction. When construction finishes, new  
 2 businesses will hopefully locate in our region, if  
 3 it's done right. But they'll probably locate at the  
 4 outskirts of our region with new warehouses, operation  
 5 centers. That's where the growth seems to be.  
 6 As a result, we'll see more trucks.  
 7 And we'll also see more cars, people commuting across  
 8 the Tri-State Area to these employment centers.  
 9 So our greater region will benefit, but  
 10 what about the neighborhoods that this project runs  
 11 through right now? It's the same ones that lost out  
 12 when the interstate was installed many decades ago.  
 13 The West End ripped apart Camp  
 14 Washington. Lasting effects. Covington, lasting  
 15 effects. Kenyon-Barr, gone.  
 16 Many of these neighborhoods, of what  
 17 still remains today, have disproportionately low-car  
 18 ownership. So it's kind of ironic that we're  
 19 expanding a piece of infrastructure in these  
 20 neighborhoods who many residents don't even benefit  
 21 from the infrastructure being there in the first  
 22 place.  
 23 So the Bridge Forward vision seeks to  
 24 right those wrongs as best as we can, while still  
 25 keeping the piece of infrastructure in place. We're

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1 looking for a continued reduced size in the footprint.  
 2 We're looking for more improvements to reduce the  
 3 crossing distance across that chasm. We're looking  
 4 for street grid extension improvements.  
 5 All of these will help contribute to  
 6 the urban environment that this project runs through,  
 7 and help the right the wrongs of the past.  
 8 So in closing, I want to thank you for  
 9 listening and working with us as far as we have gotten  
 10 thus far, and the improvements that have come about.  
 11 I implore you to continue to fully adopt the Bridge  
 12 Forward vision in its entirety.  
 13 Thank you.  
 14 MS. JOHNSON: Nick Riegler, and Daniel  
 15 Guthrie.  
 16 MR. RIEGLER: Good evening. My name is  
 17 Nick Riegler. I'm a lifelong resident of Cincinnati,  
 18 out in Cleves, but I have also lived in Newport. I'm  
 19 incredibly opportune -- excited for this massive  
 20 investment to our city and surrounding infrastructure.  
 21 Opportunities like this do not come  
 22 often, and we need to take the chance to truly  
 23 revolutionize this space. The Brent Spence Bridge, as  
 24 anyone can see, is in dire need of replacement.  
 25 But the idea of increasing traffic

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1 lanes is a short-sighted strategy. When all you have  
 2 is a hammer, everything looks like a nail. So I  
 3 understand that to traffic engineers, expanding roads  
 4 is the logical choice. But induced demand is real,  
 5 and it will only exacerbate the problem.  
 6         The reduction of urban freeways is an  
 7 existential necessity. Not only is it ugly, it's  
 8 dangerous, and a terrible allocation of space. It  
 9 kills the character of our city.  
 10         Please reconsider alternative like  
 11 public transit options to reduce traffic flow on the  
 12 highway. It helps everyone, not just highway users.  
 13         And the City needs more natural foot  
 14 traffic. Revenue has been so bad in the wake of the  
 15 pandemic that some of the largest corporate tenants of  
 16 the City have been forcing work-from-home employees to  
 17 return to the office just so the City can make back  
 18 some of their losses.  
 19         And it's a true shame that more people  
 20 can't experience the city as a pedestrian with the  
 21 current options they hold.  
 22         Thank you.  
 23         MR. GUTHRIE: Hello. My name is Daniel  
 24 Guthrie, I'm a resident of Cincinnati in Kennedy  
 25 Heights.

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1         I would like to just start by saying  
 2 that I would like to request ODOT to conduct a full  
 3 environmental impact statement regarding the Brent  
 4 Spence Corridor project for the following reasons.  
 5         I think that I'm deeply skeptical that  
 6 this project will come and deliver the results that  
 7 have been promised to ease congestion, and ease  
 8 congestion, and improve the flow of traffic for the  
 9 following reasons.  
 10         With north of the river, there are two  
 11 major interstates that are merging. Interstate  
 12 75- and 71. I struggle to see how that will never not  
 13 increase congestion.  
 14         And then south of the of the river with  
 15 the cut in the hill, as long as I have lived here,  
 16 that has also always contributed to congestion and  
 17 reducing the flow of traffic.  
 18         And then also in Louisville, I think  
 19 that there is a relevant example for us to draw from  
 20 with the Lincoln Bridge that the leaders in Kentucky  
 21 and Indiana built.  
 22         But then when they implemented the  
 23 toll, the projected traffic across the Lincoln Bridge  
 24 did not meet the projections because of the toll.  
 25 They learned that the network that they had down there

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1 already had additional capacity and alternatives for  
 2 drivers to use.  
 3         And I believe that you may be making  
 4 the same mistake with some of the assumptions that  
 5 we're making with this project. We don't actually  
 6 know if the network of roads, bridges, and highways in  
 7 the Cincinnati region has alternatives and additional  
 8 capacity for drivers to use.  
 9         So for that reason, I would support  
 10 implementation of the toll on the Brent Spence Bridge  
 11 before moving forward with the -- with this project.  
 12         Just to better understand that the  
 13 current network that we have in the infrastructure  
 14 assets that we have already built to just understand  
 15 if we need that additional capacity.  
 16         So thank you.  
 17         MS. JOHNSON: Is that -- those are the  
 18 only ones that we currently have registered for verbal  
 19 comments this evening?  
 20         If there's anyone at this time that  
 21 would like to register, please see the sign-in table,  
 22 and be able to fill out the card.  
 23         If not, if there's others that are  
 24 already registered who would like to come up and  
 25 provide an additional two minutes of comments, please

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1 raise your hand.  
 2         All right. Please restate your name,  
 3 for the record, for the verbal comment.  
 4         MS. THACH: Hello. I'm Lauralee. I  
 5 would like to come back up here to reiterate what a  
 6 lot of people have been saying, just to make sure that  
 7 you guys know these opinions are shared throughout a  
 8 lot of people.  
 9         I would like to reiterate that air  
 10 quality will decrease with the implementation of this  
 11 bridge. Emissions will increase with the  
 12 implementation of this bridge. And we will be  
 13 creating a lot more air pollution by creating a lot  
 14 more traffic.  
 15         Induced demand is real. I'm sure you  
 16 guys know this as traffic engineers. But adding more  
 17 lanes will not reduce congestion. The studies show  
 18 that induced demand will -- induced demand shows that  
 19 when there are more opportunities for cars to go  
 20 somewhere, the cars will take that opportunity.  
 21         Data also shows that we don't need more  
 22 lanes. Traffic has been decreasing on the Brent  
 23 Spence Bridge recently as more people have shifted  
 24 their mindsets in regards to cars.  
 25         This plan was originally made in 2012.

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1 So much of public mind has changed in -- since 2012.  
 2 I know just me, personally, and many other people I  
 3 know have gotten more into New Urbanism, more  
 4 pedestrian- and bike-focused techniques. Everybody  
 5 has become more educated about how cars are not always  
 6 the best mode of transportation.  
 7 And, therefore, this plan that was made  
 8 a long time ago and has changed minorly since then,  
 9 does not best reflect the needs of the public today,  
 10 and how we -- what we wish to be, going forward.  
 11 An example of what we could do with  
 12 this is what we did with the banks. Shrink the  
 13 footprint. The original plan for the banks was much  
 14 larger, and we successfully were able to create what  
 15 was necessary and shrink the footprint. Now we have a  
 16 beautiful banks district and stilled the mobility of  
 17 the interstate through there.  
 18 I would also like to mention that as  
 19 somebody who does not own a car and who does not plan  
 20 to own a car like many people in Cincinnati, this plan  
 21 will only damage our communities and not connect them.  
 22 Thank you.  
 23 MS. JOHNSON: Are there any others that  
 24 were previously registered?  
 25 If you haven't registered, you still

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1 can go to the sign-in table and pre-register for  
 2 providing a verbal comment this evening.  
 3 Is there any others that would -- that  
 4 are currently registered that would like to come up  
 5 while he is registering, that were previously  
 6 registered?  
 7 MS. JOHNSON: Wes, you can come on  
 8 up --  
 9 MR. W. WETTENGEL: Hello. My name is  
 10 Wes Wettengel. I'm a lifelong resident of Hamilton  
 11 County.  
 12 And I just wanted to say when the first  
 13 time I saw the Bridge Forward plan, I was like, "Wow.  
 14 That is exactly what we should do." I remember before  
 15 Fort Washington got shrunk how awful it was to cross  
 16 from the Central Business District down to the river.  
 17 Nobody came down there. It was awful.  
 18 But you see the plan for Bridge  
 19 Forward, and it just -- it's like a lightbulb going  
 20 off in your head. It's like, "That is what we should  
 21 do." I know it costs more. I get all that. But Fort  
 22 Washington Way is a thousand times better than it was  
 23 before.  
 24 Thank you.  
 25 MS. JOHNSON: Thank you.

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1 Are there any others that  
 2 pre-registered, or registered and already provided a  
 3 comment response, that would like to provide an  
 4 additional two minutes?  
 5 Please restate your name for the public  
 6 record.  
 7 MR. LURK: Dylan Lurk. I want to  
 8 address separate from Bridge Forward, but in my  
 9 capacity as a resident of Downtown.  
 10 I live on the 300 block of West 4th  
 11 Street. It's called Historic West 4th Street. That's  
 12 the name of the district. It's historic for a reason.  
 13 There are many historic buildings in that one- or two  
 14 block area.  
 15 And looking at the slides and the  
 16 posters in the back, I haven't seen any adequate  
 17 mitigation measures for the noise quality impacts  
 18 right here, or at 71 and 75 interchange.  
 19 Like I said, it's historic. So there's  
 20 many old buildings. The building I live in -- very  
 21 old. Not a day goes by where I don't hear a truck  
 22 horn honking by, with my windows closed. The windows  
 23 are closed. Every day, I have to listen to the sounds  
 24 of cars rushing by.  
 25 It's particularly bad when it's raining

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1 out 'cause there's a lot more noise with the rushing  
 2 water, and the water running off the tires, and all of  
 3 that stuff.  
 4 So I would just ask that there be  
 5 considerations made to the residents who live  
 6 Downtown. It's not just an employment center. It's  
 7 not just a place where people come from the suburbs to  
 8 have fun. But people -- many thousands of people live  
 9 Downtown.  
 10 So please make sure that the residents  
 11 who live Downtown are being taken into account as  
 12 these plans are being finalized.  
 13 Thank you.  
 14 MS. JOHNSON: Thank you.  
 15 If there are no additional registered  
 16 speakers that would like to take additional two  
 17 minutes, we still -- let me check my watch. We will  
 18 still be taking verbal times until eight o'clock this  
 19 evening. So if you would like to register, please see  
 20 the sign-in table for the card.  
 21 Or at this time, I'll thank you for  
 22 attending the hearing. And please talk to all the  
 23 representatives, if you haven't had a chance to, in  
 24 the back from ODOT and KYTC at the boards, or if you  
 25 have additional questions on those boards, they can

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1 answer questions at the boards there.

2 MR. KENAT: Thank you --

3 MS. JOHNSON: If we have another

4 speaker?

5 MR. KENAT: Sorry. I want to thank you

6 for this opportunity.

7 MS. JOHNSON: Please state your name.

8 MR. KENAT: My name is Steve Kenat. I

9 am a Downtown resident and an architect. I want to

10 thank you for this opportunity.

11 It feels like the city is kind of at a

12 tipping point; right? We are growing. We are hemmed

13 in. We have hillsides around us. We have a wonderful

14 neighborhood in Over-The-Rhine. We have a river.

15 The West End and Queensgate is the only

16 place that Downtown really has an opportunity to grow,

17 which is why we talk about this in the terms of being

18 once in a century.

19 The momentum of things that are already

20 happening Downtown -- investing in our Convention and

21 Visitor Center District. The only way that can become

22 a district is if it's not on the edge of Downtown. It

23 needs to be surrounded.

24 The only way the West End can continue

25 to thrive is by making some of these adjustments that

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1 we have been asking for, for infrastructure.

2 So this project can either further

3 hinder -- we can talk about how 25,000 residents were

4 moved out of the West End. This project can either

5 start to reframe that and recover that land, or it can

6 slow it down. It may not stop it.

7 But there are things that we can do as

8 part of this project that really propel the city

9 forward. So that's why we're here.

10 We are grateful for the opportunity, so

11 thank you. Thank you.

12 MS. JOHNSON: Thank you.

13 Okay. With that, I also want to say if

14 you are not comfortable in this large crowd or group

15 of presentation -- in this is a large audience, and

16 you would like to take advantage of our court

17 reporter, she can dictate the translate -- translate

18 the two-minute comment -- for the comment and formal

19 record.

20 If you would like to see her, she's up

21 here by the front screen. You may not be able to see

22 her, but she's right here at another table. So she

23 can be able to take your verbal comment, if you did

24 not want to write down your verbal comment on the card

25 in the back.

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1 Otherwise, please talk to the other

2 ODOT and KYTC representatives in the back at each of

3 the stations. Take an opportunity to look at the

4 right-of-way table, and it's over by the back bar to

5 look at that.

6 Or if you would like to take more

7 advantage of looking at the Supplemental Environmental

8 Assessment, we do have a hard copy that Jodi mentioned

9 earlier that's over here on the back. To my left, to

10 your right.

11 And thank you for attending the public

12 hearing today.

13 (Whereupon, the meeting concluded at

14 6:48 p.m.)

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1 CERTIFICATE

2 I, MARIANNE HISSONG, the officer before whom

3 the foregoing proceedings were taken, do hereby

4 certify that any witness(es) in the foregoing

5 proceedings, prior to testifying, were duly sworn;

6 that the proceedings were recorded by me and

7 thereafter reduced to typewriting by a qualified

8 transcriptionist; that said digital audio recording of

9 said proceedings are a true and accurate record to the

10 best of my knowledge, skills, and ability; that I am

11 neither counsel for, related to, nor employed by any

12 of the parties to the action in which this was taken;

13 and, further, that I am not a relative or employee of

14 any counsel or attorney employed by the parties

15 hereto, nor financially or otherwise interested in the

16 outcome of this action.

17 *Marianne C Hissong*

18 MARIANNE HISSONG

19 Notary Public in and for the

20 State of Ohio

21

22

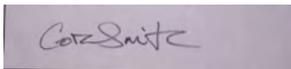
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24

25

1           **CERTIFICATE OF TRANSCRIBER**  
2           I, CORA SMITH, do hereby certify that this  
3 transcript was prepared from the digital audio  
4 recording of the foregoing proceeding, that said  
5 transcript is a true and accurate record of the  
6 proceedings to the best of my knowledge, skills, and  
7 ability; that I am neither counsel for, related to,  
8 nor employed by any of the parties to the action in  
9 which this was taken; and, further, that I am not a  
10 relative or employee of any counsel or attorney  
11 employed by the parties hereto, nor financially or  
12 otherwise interested in the outcome of this action.

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CORA SMITH

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**Speaker 1** - 5:29:36 PM

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**Speaker 2** - 5:30:18 PM

Working for KYTC and ODOT as they evaluate the environmental effects of the project. And I'm going to be giving a presentation where we go over a brief project history and overview, and then we're going to dive in and talk about the impacts of the project as well as measures to offset those impacts and provide additional benefits. But before we get started, I do want to go over a couple of housekeeping items to make sure that everyone knows how to participate. So all of the information that I'm about to discuss is provided in the virtual public hearing participant guide. And that guide is posted in the document section of the public input website that you use to access this hearing, and you can refer back to it at any time. So throughout this hearing audio for everyone, but the person who is actively speaking is going to be muted to reach reduce background noise and to ensure that everyone can hear the presentation.

**Speaker 2** - 5:31:17 PM

If you're having trouble hearing us or if you're hearing a lot of static or garbled speech, we suggest that you change your audio connection. For example, if you are connected through your computer, you can try connecting by phone. If you are connecting to audio by phone, please keep in mind that there will be a slight delay between what you hear and what you see on the screen. You can also change your video settings to enhance the quality by clicking on the settings or the gear icon found at the bottom right of your screen. If you can see the image on this slide, it's where the number one is pointing in those settings. If you select a higher number, the video will be a higher quality. If you're having connectivity issues, you might try closing out of other applications or turning off other devices around you.

**Speaker 2** - 5:32:15 PM

And also, if you're not seeing the presentation or if your screen freezes, please try refreshing your browser. And I'd also like to go over a few ground rules. So these are formal hearing proceedings, so we're not going to be responding to any comments or answering any questions during this presentation. After this presentation is over, representatives from KYTC and odat are going to be receiving formal spoken comments about the project, and we'll discuss how you can make one of those comments when we get to that part of tonight's hearing. But if you plan to call in with a comment, please make sure to limit your comments to two minutes. And also be aware that KYTC and ODOT aren't going to be responding to any comments or answering any questions at that time either. They will be formally responding in writing to all comments at the end of the comment period for the supplemental environmental assessment.

**Speaker 2** - 5:33:21 PM

Also, there's a chat box located on the right hand side of your screen. The chat feature for this hearing has been set to be viewed by only the project team, but you may type comments into the chat at any time during this hearing and click the comment button. Comments that we receive in the chat will be included in the project record as written comments. And lastly, we want everyone to be aware that this hearing is being recorded and all of the comments are considered part of the hearing record. A video of tonight's presentation is also going to be posted to the public input website after this hearing is over. Okay, so now that we've gotten all our housekeeping and ground rules out of the way, let's get started by talking about how we got where we are today. So planning for the Brent Spence Bridge Corridor Project began 20 years ago in 2004 when KYTC and ODOT began formally studying ways to improve I 71 and I 75 in Kentucky and Ohio.

**Speaker 2** - 5:34:27 PM

And through extensive study and public involvement, they identified one preferred alternative that we are calling Selected Alternative I and Selected Alternative I received environmental approval in 2012. Now since 2012, KYTC and ODOT have been studying ways to improve the project's design to reduce impacts and costs and to provide additional benefits. And those studies have culminated in a suite of refinements that we're calling Refined Alternative I now. In 2021, the states began preparing a Supplemental Environmental Assessment and they went through an extensive process of updating all of the environmental studies from that original approval. And they also updated the impact analysis to reflect Refined Alternative I and the information in that supplemental environmental assessment is what we're presenting here tonight.

**Speaker 2** - 5:35:32 PM

The purpose and need for the project was established very early in that study process around 2006, and it has not changed. The purpose and need for the project is to improve traffic flow and level of service, which is a measure of how well traffic moves through the corridor. It's to improve safety and to correct geometric deficiencies such as narrow shoulders. And it's also to maintain connections to key transportation corridors. Now there are several key design elements that have not changed since that original environmental approval. Refined Alternative, I does not change the layout of the mainline highway through the project area. It also doesn't add or change the number of lanes and it continues to provide a collector distributor roadway system. And we're going to discuss a little bit more about what that is in just a few slides. What Refined Alternative I does do is it reduces the project footprint and therefore its impact, it improves how the project will operate and it does all of that without creating any substantial new or increased impact.

**Brandon Maley** - 5:35:33 PM

My company owns a property affected by the bridge project. Who can I speak with regarding the property easement? The area impacted by this project has power, water, and fiber optic connectivity overhead and/or underground.

**Speaker 2** - 5:36:49 PM

So let's discuss the key features of Refined Alternative I. It's going to widen 7.8 miles of I 71 and I 75 beginning at Marshall Avenue in Ohio and stretching all the way down south of Dixie Highway in Kentucky. And in that stretch of roadway, every overpass bridge and interchange is going to be rebuilt. The project's also going to add a new collector-distributor roadway system from around Ezzard Charles Drive to south of 12th Street in Kentucky. Now, a collector-distributor roadway system is a system of roadways that are built parallel to the interstate and therefore local traffic. Sometimes you actually hear them called local lanes. And the way they work is that if you're on the interstate and you would like to access a local street first, you're going to exit onto a collector distributor road. And from there you're going to be able to access the local streets and it works the same in the other direction. If you're on a local street and you'd like to access the interstate, you're first going to enter onto one of the collector distributor roads, which will funnel you up onto the interstate. And the purpose is to reduce the number of places where people are getting on and off of the freeway to preserve traffic flow and safety projects. Also going to extend existing frontage roads along Bullock Street and Simon Kenton way to improve north south connectivity in Covington and is going to build another set of collector distributor lanes between Kyle Lane and Dixie Highway in Kentucky.

**Speaker 2** - 5:38:48 PM

Now that existing Rent Spence Bridge is going to be rehabilitated and have some repairs made on the structure. Now many of you know that today both decks of that bridge have four lanes with no shoulders. So Refined Alternative I is going to restripe both the upper and the lower decks to provide three lanes with inside and outside shoulders. And the existing Brent Spence Bridge is going to become part of that collector distributor roadway system and it's going to move local traffic across the Ohio River. Now immediately to the west, we're going to build a brand new double decker companion bridge, and that bridge is going to

distributor system and it's going to have local traffic cross the Ohio River immediately to the west, it's going to have a standard companion bridge, and that bridge is going to have five lanes on each deck and it's going to move interstate traffic across the river. Now the exact design of that new companion bridge hasn't been determined yet, but there are two bridge types currently under consideration. The first is an arch bridge, and this is what a standard arch bridge would look like.

**Speaker 2** - 5:40:03 PM

And the second is a cable stay bridge, and this is what a standard cable stay bridge would look like. Now the final bridge type is going to be determined based on a technical analysis by the design team. And regardless of the design that's ultimately chosen, KYTC and ODOT are going to work with that designer to make sure that that new bridge is both iconic and visually stunning. And KYTC and ODOT are going to continue coordinating with an aesthetics committee that's been established for the project to obtain local input on the design and the appearance of that bridge.

**Speaker 2** - 5:40:49 PM

Now all of those improvements that we just outlined are estimated to cost \$3.6 billion and that includes all costs to deliver the project from planning all the way through to the end of construction. Now the project is going to be built in three phases and I want you to be aware that on in this graphic north is to your right. Okay, so phase one is going to begin at Marshall Avenue and is going to go to Findley Street in Ohio. Phase one is currently under design and construction expected to begin in 2029. Phase two is shown in red. It's going to begin at Finley Street and stretch to Lynn Street in Ohio. Phase two is also currently under design and construction is expected to begin in 2026. Now the remaining six miles of the corridor are shown in blue here, including that new companion bridge are going to be delivered using a progressive design build contract and construction on phase three is expected to begin in 2025, although you could see some limited activity beginning in late 2024.

**Eli Plaskett** - 5:41:16 PM

Given the overwhelming recent scientific consensus that adding lanes of traffic does not reduce congestion - and can in fact increase congestion - what purpose does this bridge project actually serve? This will destroy over two dozen homes and businesses, increase traffic congestion, and worsen our already terrible air quality, and we're expected to pay over \$3 billion and endure a decade of construction traffic for the privilege of suffering this diminished quality of life. <https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html>

**Speaker 2** - 5:42:17 PM

So that progressive design-build contract, it presents a unique opportunity for the design build team to develop further innovations for the design of that southern six miles of the corridor. Now, Refined Alternative I represents the base design and that's what's being evaluated in the supplemental environmental assessment and what we're presenting at this hearing. But KYTC and ODOT are going to evaluate innovation concepts that are developed by the design build team and concepts that improve project quality, shorten schedule, reduce costs, support project goals, and have support at the local level that may be incorporated into the project. So the design build team is currently working through an innovation period where they're developing dozens of refinement options, including ideas that have been generated through coordination with local municipalities and through public comments that we've received over the last couple of years. And those concepts are being evaluated right now for constructability and cost and KYTC and ODOT are going to be spending the next several months vetting feasible suggestions with local municipalities. And they also want the chance to review comments that come in through the comment period for the supplemental environmental assessment before making any final decisions. So right now, based on the current project schedule, the project team expects to be sharing refinements around May of this year.

**Rachel V** - 5:43:45 PM

Instead of the connection-distributor systems for local traffic, has expansion of public transit been considered? I'd love to see ways to reduce traffic by limiting reliance on cars

**Speaker 2** - 5:44:07 PM

Okay, so that takes us through a description of the project and now we're going to change gears a little bit and we're going to discuss the impact of that base design, Refined Alternative I on both the human and the natural environment. Supplemental Environmental Assessment it evaluated potential impacts in over 30 resource areas and KYTC and ODOT have diligently worked to avoid and minimized impacts as much as possible. And as a result, only minor impacts are expected in the majority of the areas that were studied. And net benefits are expected in several areas such as how the corridor will look once it's built or community cohesion. So we're going to take the next couple slides, maybe several slides, and we're going to discuss the more notable impacts of Refined Alternative I. And we're going to start by just walking through what we expect those impacts to be and then we're going to circle back around and we're going to discuss measures to offset those impacts as well as to provide additional benefits. So let's start with land acquisition.

**Speaker 2** - 5:45:34 PM

51.2 acres of additional land will be acquired to build the project, and that includes relocating four residences and the partial relocation of one business and the full relocation of 24 commercial properties and businesses. Everyone who needs to move for the project is going to receive relocation benefits from KYTC and ODOT. And also of those 24 commercial relocations, one of those is a radio tower in Kentucky. And 14 of those 24 business relocations are tenants in areas of Longworth Hall that are going to be impacted by construction in Ohio. And all of those tenants have been provided the opportunity to relocate to other available office space inside Longworth Hall if that's what they would like to do. In 2022 KYTC began acquiring land in Kentucky under that original environmental approval and KYTC has already contacted the majority of impacted property owners in Kentucky. Now they haven't yet begun acquiring land in Lewisburg. After the supplemental environmental assessment receives final approval, KYTC is going to begin contacting impacted property owners in Lewisburg and begin the land acquisition process in that area. ODOT began acquiring land in Ohio in 2014, also under that original environmental approval. And ODOT already acquired 70 of the 79 parcels needed to build the project in Ohio, and they've already relocated five of those 24 businesses that we talked about two slides earlier. ODOT is continuing to acquire the remaining parcels and they've already contacted all impacted property owners.

**Rachel V** - 5:47:06 PM

Historically, road way construction has affected people of color and minor communities. Has this been considered for this project?

**Speaker 2** - 5:47:42 PM

So now let's talk a little bit about some impacts to the natural environment. Refined Alternative I will permanently impact about 2.8 acres of wetlands and a little over a thousand feet of streams. And the piers for that new companion bridge are going to impact about 350 feet of the Ohio River and portions of its floodplain. Now all of those impacts that are listed here on this slide also require various state and federal permits and approvals and KYTC and ODOT are going to make sure to obtain all those necessary permits and approvals before any construction begins. That would impact those resources that are listed here. The project will also have to remove about 90 acres of vegetation that provides habitat for threatened and endangered bat species. Now for the purposes of our environmental analyses, we call that Forested Habitat, but it includes a wide variety of trees and shrubs, some of them as small as three inches in diameter, and it even includes dead trees that are still standing in the project area.

**Speaker 2** - 5:48:54 PM

A lot of the habitat that's going to be removed consists of trees and shrubs that have grown up right next to the highway. Those piers for the New Companion Bridge are also going to impact mussel habitat in the Ohio River. Noise studies that were prepared for the project concluded that the majority of the residential and recreational areas within 500 feet of the corridor will be impacted by increased traffic noise and as is typical for such large projects, we do expect impact during construction. We anticipate that traffic congestion is going to increase and there could also be some potential additional impacts in terms of dust and air quality, noise and sediment and erosion during construction activities. But these impacts will be temporary and the project team is working to minimize them as much as possible. Refined alternative eyes also going to have an adverse effect on two historic properties.

**Speaker 2** - 5:49:57 PM

The first is the Lewisburg Historic District in Kentucky. The project will remove three structures from that historic district and two of those are historic as well. And it will also acquire small amounts of land from some other properties within the historic district in Ohio. The project is going to remove about 204 feet from the east end of Longworth Hall. And I also want to make you aware that ODOT is currently in the process of purchasing the entire Longworth Hall building as a result of its negotiations with that property owner and ODOT and KYTC plan to use some of the office space in that building and some of its exterior grounds during construction. The ODOT ownership of the full building and its use of the inside and outside during construction aren't expected to have any further impacts to its historic integrity.

**Speaker 2** - 5:50:56 PM

So before we discuss impacts to parks, I want to clarify for this project, we have been treating three interconnected parks in Covington, Gobel Park, Kenny Shields Park, and a small dog park as one large recreational complex that we're calling the Global Park complex, and Refined Alternative I is going to remove 2.84 acres of land from the global park complex as well as 360 feet of a walking trail. And the basketball courts at the Queensgate Playground in Ballfield in Ohio, ODOT acquired 0.72 acres of land under that original environmental approval. And in 2014 they provided funding to the city of Cincinnati to

reconfigure those ball fields to make room for the project. So if you've been around for a little while, you might remember that there used to be two smaller ball fields at this location, but using that funding provided by ODOT, the city reconfigured them to provide that one all-star sized ball field that's there today. And they also added a playground. Refined Alternative I isn't going to have any additional impact to the Queensgate playground in Ballfield during construction. ODOT is going to build either a noise barrier or a 10 foot chain link fence along the Park Highway boundary to fulfill its commitments from that original environmental approval.

**Speaker 2** - 5:52:32 PM

So that's the list of the more notable impacts of Refined Alternative I. So as I promised now we're going to circle back around and we're going to discuss mitigation. So mitigation measures are measures that are already included in the project to offset those impacts that we just discussed. For example, KYTC is going to mitigate impacts to wetlands and streams by purchasing credits from sites that specialize in restoring wetlands and streams. Now the exact acreage that will be restored is going to be finalized during that permitting process that I mentioned a little earlier. But it's typical that three to four acres are restored for every one acre that's impacted. The project's also going to include best management practices to control sediment and erosion to prevent further impacts to wetlands and streams both during construction and after the project is built. And in Ohio they're required to mitigate for water quality because of increased storm water runoff. ODOT's been coordinating mitigation options with the sewer district and the Environmental Protection Agency in Ohio and they will be finalizing those mitigation measures as the project moves through the detailed design process. Impacts to threatened and endangered species habitat are going to be minimized and mitigated by clearing only the trees and shrubs needed to build the project.

**Rachel V** - 5:52:49 PM

I'm disappointed that Goebel park complex will lose land to this project. People deserves green space within in walking distance to the city

**Speaker 2** - 5:54:12 PM

And where trees and shrubs are removed, that's only going to happen during certain times of the year when those threatened and endangered bats don't typically use those habitats. KYTC is also going to make a contribution to the Imperiled Bat Conservation Fund, which is a program that specializes in conservation efforts for those species. And in the project area, all of the mussels in the Ohio River are going to be relocated to areas upstream of the project before any construction begins in the river.

**Speaker 2** - 5:54:49 PM

In terms of those construction impacts, KYTC and ODOT are committed to coordinating with local municipalities, agencies, and stakeholders to minimize those impacts as much as possible. They're going to prepare detailed traffic management, maintenance of traffic and incident management plans to minimize disruptions and you the public can expect frequent updates on construction activities so that you can plan accordingly during the construction process. The project team is also going to implement a dust control plan and measures to minimize diesel emissions, to monitor and protect air quality, to manage noise and to control sediment and erosion during construction activities. And in Ohio, ODOT has committed to restoring local roadways that might be impacted by increased traffic during construction back to the condition that they were in before construction began.

**Rachel V** - 5:55:46 PM

It doesn't seem like the mitigations for the endangered bat species will actually do anything to mitigate habitat loss.

**Speaker 2** - 5:55:55 PM

KYTC is going to mitigate those adverse effects to the Lewisburg Historic District by creating historic records of the structures that are removed. They're also establishing a \$1.2 million grant that's going to be administered by the city of Covington to improve the facades of other structures within that district and during construction, the project team is going to develop and implement a program to monitor and protect sensitive historic structures during construction activities that might produce a lot of vibration. And if that monitoring shows that damage has occurred, it will be repaired. ODOT is going to mitigate those adverse effects to Longworth Hall by installing new exterior storm windows along the entire building. And after those 204 feet are removed, they're going to rebuild that east wall to more closely resemble its original appearance. And windows that are removed are going to be restored and used in the reconstruction of that east wall.

**Speaker 2** - 5:57:03 PM

And if any windows are left over and if there are any other materials that retain historic integrity, they're going to be stored on site so that they can be used in any future repairs or renovations on that building. ODOT is also going to repair bricks on the entire building and refurbish the lettering on top of the building and you'll also see a new cornerstone and signs to explain the history of the building and its contribution to the history of the area. KYTC has been working with the city of Covington to develop mitigation measures for the Goebel Park complex and KYTC is going to provide \$100,000 to the city of Covington to prepare a master plan for the Goebel Park complex. KYTC is also going to rebuild that walking trail. And after the project is built, the area that is currently occupied by the Fifth Street ramp is going to be freed up and that's going to allow KYTC to return 2.23 acres back to Goebel Park in that area.

**Speaker 2** - 5:58:13 PM

So the net result is that the global park complex is going to be 0.6 acres smaller after the project is built. So to recap how the math works out, the project is going to remove 2.84 acres of land from the southwest corner of the complex. Now that land is low lying, and it does tend to flood and it's going to be replaced with 2.23 acres of land in the northwest corner of the complex. Now that land is at a higher elevation, and it does not tend to flood. Other mitigation measures include KYTC providing funding to replace those basketball courts or to build a new comparable outdoor recreational facility. Depending on what comes out of that master plan that the city of Covington's going to repair. KYTC is also going to fund the relocation of the outdoor pool or a comparable aquatic facility again depending on the outcome of those master planning efforts. And finally, if the project requires those basketball courses to be removed before their permanent replacement is built, KYTC will provide additional project funds to relocate it on a temporary basis to another location within the complex.

**Speaker 2** - 5:59:43 PM

So the Federal Highway Administration intends to make a de minimis impact determination for the Goebel Park complex. Now that's just a really fancy Latin way of saying that the impacts are minor in nature and that after we've considered avoidance, minimization, mitigation and enhancements, they won't result in an adverse effect to the park. Now members of the public can comment on the impacts to the Goebel Park complex as part of the comment period for the supplemental environmental assessment. And after that comment period is over KYTC is going to obtain written concurrence from the city of Covington and the Federal Highway Administration will make that final de minimis impact determination based on the outcome of the public comments and the concurrence from the city. So let's talk about noise barriers for a minute. Noise barriers have to meet a set of criteria that demonstrate that they are both feasible and reasonable before they can be proposed for construction.

**Speaker 2** - 6:00:51 PM

And both KYTC and ODOT have their own noise policies that define what those criteria are in each state. So for instance, in Kentucky, KYTC is proposing seven noise barriers that meet the requirements of their noise policy. Those noise barriers are shown in orange on this slide. They're generally on both sides of the interstate. They began around fourth Street in Covington and they stretch down through south of Dixie Highway in Fort Mitchell in Ohio, ODOT is proposing five noise barriers that meet the requirements of their noise policy. They're also shown in orange on this slide. They are all on the east side of the interstate and begin around Bank Street and stretched down through Dixie Highway. Sorry, I apologize. They stretched down through the Queensgate playground and ball field. Thank you. Both ODOT and KYTC are going to be conducting additional public involvement with the property owners and tenants who will benefit from those proposed noise barriers. And each state is going to follow their own noise policies and how they go about that public involvement, but you can expect that it will be occurring during the detailed design portions of the project.

**Speaker 2** - 6:02:19 PM

Okay, let's wrap this presentation up by discussing enhancements. Enhancements are measures that are also already included in the project to provide additional benefits to the surrounding communities. So for example, I want to go straight back to noise. There were two locations in Kentucky that didn't quite meet all of the criteria in their noise policy, but KYTC has decided to go above and beyond its noise policy and proposed barriers in those locations. Anyway, those locations are shown in green on this slide. The first one is on the east side of the interstate and stretches from about fourth Street to Pike Street in Covington. The second one is on the west side of the highway in the vicinity of Maple Avenue in Fort Mitchell. Now because these barriers don't meet all of the criteria in KYTC's policy, we're calling them noise slash visual screening barriers, but they will be the exact same construction as those seven proposed noise barriers that we discussed under the mitigation section KYTC's also heard some feedback that there's interest in some transparent noise walls in a few locations and they're going to continue evaluating those actions through that noise public involvement process.

**Speaker 2** - 6:03:54 PM

Another example of an enhancement is the work that's gone into improving the look of the corridor. KYTC and ODOT are going to continue coordinating with the project aesthetics committee to develop a new companion bridge that's both iconic and aesthetically pleasing. And they're also going to develop aesthetic enhancements for the existing Brent Fence Bridge. And the states are going to continue coordinating

with aesthetic subcommittees that have been established in Ohio, Covington, Fort Wright and Fort Mitchell to finalize landscaping and street scaping plans, gateway opportunities and aesthetic treatments for various design features such as bridge piers or retaining walls. And in Ohio, every overpass bridge is going to have translucent screen walls with lights on the inside of those panels. I think it'll look pretty cool as you're driving down the corridor. The project will also build new or rebuild existing sidewalks, shared-use paths and or bike lanes on every local street that crosses the interstate in the project area as well as several of the local streets that are parallel to the interstate. We expect that this will increase options for pedestrians and bicyclists and improve connections in the communities and the project areas. Another example of an enhancement is how ODOT worked with the city of Cincinnati to reconfigure the downtown ramps to open up about 10 acres of land that the city can then use for some potential redevelopment or open space.

Jess - 6:04:08 PM

Why are there no proposed noise barriers on the West side of the highway in Cincinnati?

Speaker 2 - 6:05:40 PM

ODOT has also committed to building an additional 50 feet of green space on both sides of the Charles Drive bridge that the city of Cincinnati can then use for some potential future civic space or retail development. Now ODOT has committed to funding the design of that widened bridge and they're going to share the cost of building it with the city of Cincinnati. In terms of storm water, both KYTC and ODOT have committed to separating all interstate runoff from existing combined sewer systems in the project area. And modeling shows that that will substantially reduce the amount of water flowing into those existing combined sewer systems. KYTC has also committed to implementing measures to reduce flooding in the Peaselsburg area and both states are going to continue coordinating with local agencies and their respective sanitary and sewer districts to finalize stormwater details as they move through the final design of the project. And finally, for the progressive design build contract for that southern six miles of the corridor, KYTC and ODOT have committed to establishing goals for disadvantaged business enterprises to participate in both the design and the construction portions of that contract. And they're establishing an on-the-job training program and a workforce development plan and a diversity and inclusion outreach committee has already been formed to provide feedback and to support those efforts.

Speaker 2 - 6:07:27 PM

So we've done it. We've worked through the primary more notable impacts of Refined Alternative I and the more notable mitigation measures and enhancement measures. You can review the entire complete environmental analysis including a comparison to that original environmental approval and a comprehensive list of all the mitigation and enhancement measures in the supplemental environmental assessment. You can view the supplemental environmental assessment on the public input website that you use to access this hearing and you can also look over some additional exhibits and handouts that are posted in the documents section of that website. Or if you prefer you can read print copies in both the Covington and the West and public libraries. So we're getting ready to move into that formal public comment that I mentioned at the beginning of this presentation. Before we do that, I just want to point out that calling in with a comment tonight is only one way that you can provide comments about the project. You can provide comments via all of the methods that are listed on this slide and there's some additional detail provided in the submit a comment tab on the public input website. All comments, no matter how we receive them, receive equal weight in the project record and KYTC ODOT and the Federal Highway Administration are going to consider and formally respond to all comments in writing before making a final decision on the supplemental environmental assessment.

Rachel V - 6:08:32 PM

Is there no mitigations for the impact of YEARS of destruction/construction??

Speaker 2 - 6:09:18 PM

So now I would like to make some introductions as we move into that formal comment period. I would like to introduce you to Stefan Spinoza who is the project manager for the Ohio Department of Transportation. And I would also like to introduce you to Stacey Hans, who is the project manager for the Kentucky Transportation Cabinet. They will be receiving comments on behalf of ODOT and KYTC during the public comment time tonight. And finally, I would like to introduce you to Erica Johnson. She's also with HNTB and she's going to be moderating the comment period tonight. So thank you for tuning in and joining us for this presentation and I'm going to turn it over to Erica now.

Speaker 3 - 6:10:19 PM

Thank you Jodi. Before we begin the formal public comment period, I'm going to play a recording that explains how the process will work this evening.

Speaker 4 - 6:10:34 PM

Let's go over a few housekeeping items and ground rules. For this evening, any member of the public is permitted to speak. However organizations should select a single spokesperson. All comments made during the public comment period will be recorded and will become part of the public record. The chat feature for this meeting has been set to be viewed by the project team only, but you can still type comments into the chat and click the comment button. Comments received in the chat will not be read aloud. They will be included in the project record as written comments. If you wish to offer public verbal comments, you must enter the speaker queue by phone. Please call (855) 925-2801. Enter meeting code 1 0 0 4 9. Once you are connected to the hearing, you may press star, then follow the prompts to enter the speaker queue. If you are already listening to the presentation on your phone, you can also press star at any time.

Speaker 4 - 6:11:34 PM

Then follow the prompts to enter the speaker queue to facilitate fair and orderly expression of comments. Speakers will be given two minutes to state their comments. Speakers may not give away a sign or yield Unused time. Unused time is automatically forfeited. Speakers will only be unmuted during the designated time. Once all comments have been presented, I will ask if anyone else would like to speak. If there are no additional speakers, those who previously presented may be permitted to speak for an additional two minutes by calling back into the speaker queue. If desired, the speaker may follow up on verbal comments in writing. This is not a requirement and will not provide the verbal comments. Additional weight.

Speaker 3 - 6:12:24 PM

If you plan to offer verbal comments, please do your best to minimize background noise. Again, there is a delay between the sound you'll hear on the phone and the online video sound which will cause an echo. So if you are making a comment using your phone, please turn your computer volume down while you are speaking. When it is your turn to speak, I will welcome you to the hearing and indicate that I'm unmuting your phone line. You'll then hear an automated message indicating that your microphone has been unmuted at that time. You may begin speaking. Please begin by stating your name and relationship to the project. For example, whether or not you are a resident, a business owner, interested citizen, or a representative of a specific organization, please remember to speak clearly so your comments can be accurately recorded. And please keep comments relevant to the Brent Spence Bridge Corridor project and be as specific as possible. Conduct for the verbal comments, commenters should conduct themselves as follows, participants must be respectful and considerate of the opinions of others. Participants must be considerate of the time allocated for other speakers. Demeaning and derogatory words or actions may result in the commenter being muted and moving on to the next commenter in the queue, I will administer the rules and will interrupt, warrant or terminate a participant's statements when the statements are too lengthy, personally directed, abusive, obscene or irrelevant. Thank you all. I am going to unmute the first caller and welcome.

Speaker 5 - 6:14:26 PM

Hello, this is Matt Butler with the Good Foundation. About a year ago, the Environmental Protection Agency on February 15th, 2023 raised a number of serious concerns over a preliminary draft of the supplemental environmental assessment. While the supplemental environmental assessment addresses some of these issues that totally misses the mark on some and it is incomplete, insufficient or misleading. As to others, it cannot support a finding of no significant impacts. Fonzi reasonable alternatives were not considered a number of important impacts. Were not considered at all others were inadequately considered in some of the impacts of the project that were identified or not to be mitigated. As a result, an EIS must be prepared. ODO is obligated to take affirmative action to mitigate prior discriminatory harms, the SEA earnestly discounts the project's harms to nearby minority residents. Since this data documents the racial segregation, the EPAs EJA screening tool documents already existing harms failure to include a reasonable alter alternative which included investments in an expansion of public transit as a means of reducing the amount of highway expansion. The SEA inadequately addresses air pollution impacts of the project. EPA has issued more stringent air quality standards for particulate pollution in order to protect the public health. The noise impacts the SEA fails to adequately address greenhouse gas emissions and climate change, failure to reasonably assess induced travel demand and the failure to consider tolling to reduce congestion and eliminate or reduce the need for adding lanes. That is all. Thank you.

Anonymous - 6:14:33 PM

Hello, this is Matt Butler with duv Good Foundation. About a year ago, the Environmental Protection Agency on February 15th, 2023, raised a number of serious concerns over a pre preliminary draft of the supplemental environmental assessment. While the supplemental environmental assessment addresses some of these issues, that totally misses the mark on some, and it is incomplete, insufficient, or it cannot support a finding of no significant impacts, Fonzi Inable alternative not considered a number of important impacts were not considered at all others were inadequately considered in some of the impacts of the project that were identified are not to be mitigated. As a result, an EIS must be prepared. ODOT is obligated to take affirmative action to mitigate prior discriminatory harms, the SEA earnestly discounts the project's harms to nearby minority residents. Since this data documents the racial segregation, the EPAs EJA screening tool documents already existing harms failure to include a reasonable alter alternative, which included investments in an expansion of public transit as a means of reducing the amount of highway expansion. The SEA inadequately addresses air pollution impacts of the project. EPA has issued more stringent air quality standards for particulate pollution in order to protect the public health. The noise impacts the SEA fails to adequately address greenhouse gas emissions and climate change, failure to reasonably assess

induced travel demand and the failure to consider tolling to reduce congestion and eliminate or reduce the need for adding lanes. That is all. Thank you.

**Speaker 3** - 6:16:13 PM

Thank you commenter. At this time you do not have an additional caller or commenter in the queue. Again, if you wish to enter a verbal comment this evening and you already already called in, please press star at any time and follow the prompts to enter the speaker queue. I'm letting another caller in.

**Speaker 6** - 6:17:16 PM

Hello, I am a Covington resident and I was reading over the environmental report. Please,

**Anonymous** - 6:17:19 PM

Hello. I am a Covington resident and I was reading over the environmental report. My name is Rachel Fedder and I was reading over the report and I didn't notice that there were any metrics in regards to the outputs of construction and how it might affect the structures. In the report. You guys list that you're gonna go through, I think it's like six different historical zones, but it doesn't list the implications or potential effects that might happen to these structures. So I'm just kind of curious what you guys are expecting there or if there's any type of review we might be able to find there. Yes, that is my comment. Yes.

**Speaker 3** - 6:17:22 PM

Please state your, please state your name for the record if

**Speaker 6** - 6:17:25 PM

That's possible. My name is Rachel Fedder and I was reading over the report and I didn't notice that there were any metrics in regards to the outputs of construction and how it might affect the structures in the report. You guys list that you're gonna go through, I think it's like six different historical zones but it doesn't list the implications or potential effects that might happen to these structures. So I'm just kind of curious what you guys are expecting there or if there's any type of review we might be able to find there.

**Speaker 3** - 6:18:25 PM

Have you completed your comment

**Speaker 6** - 6:18:28 PM

For the record? Yes, that is my comment. Yes.

**Speaker 3** - 6:18:32 PM

Thank you. I'm letting the next caller in.

**Speaker 7** - 6:18:53 PM

Hello, my name is Pamela Mullins and I'm also a resident of Covington. First I would like to say that I echo Matt Butler's comments and appreciate those. Second, I do have some questions of my own from muscle that are impacted, the relocation of those that you referred to being upstream asking if that would be upstream in Kentucky, Indiana, Ohio. Not sure what you mean by that regarding the global park basketball courts that are being removed. The question I have about that is there's also going to be parks as I was listening, removed in the Lewisburg area. So my concern is what type of activity would you have during that time regarding the ability to play basketball for the kids and any adults that do. So the next question I have is I want a better understanding of what is the credit for a wet land. That was rather confusing to me. I'm not up to date on what that terminology means. The fourth question that I have is regarding the Berg Storm water reload. Well I wasn't quite sure what that meant but it was something regarding storm water during the construction where the state and would be giving some funding for that particular piece. And I know with the reconstruction there will be runoff potentially coming down the hill to several of the neighborhoods, but just had a question regarding a better understanding of what the relationship is for the Berg community. That concludes my comments.

**Anonymous** - 6:18:57 PM

Hello, my name is Pamela Mullins and I'm also a resident of Covington. First I would like to say that I echo Matt Butler's comments and appreciate those. Second, I do have some questions of my own from muscle that are impacted. The relocation of those that you referred to being upstream, asking if that would be upstream in Kentucky, Indiana, Ohio. Not sure what you mean by that regarding the global park basketball courts that are being removed. The question I have about that is there's also going to be parks as I was listening, removed in the Lewisburg area. So my concern is what type of activity would you have during that time regarding the ability to play basketball for the kids and any adults that do. So the next question I have is I want a better understanding of what is the credit for a wet land. That was rather confusing to me. I'm not up to date on what that terminology means. The fourth question that I have is regarding the Berg Storm water reload. Well, I wasn't quite sure what that meant, but it was something regarding storm water during the construction where the state and would be giving some funding for that particular piece. And I know with the reconstruction there will be runoff potentially coming down the hill to several of the neighborhoods. But just at a question regarding a better understanding of what the relationship is for the Piel community, that concludes my comments.

**Speaker 3** - 6:20:56 PM

Thank you. I'm letting the next caller in. Hi.

**Speaker 8** - 6:21:18 PM

Hello. State

**Speaker 3** - 6:21:18 PM

Your name and relationship to the project.

**Anonymous** - 6:21:19 PM

Hello. Hi, my name is Eli Plaskitt. I'm a CI citizen of Cincinnati. I'm calling mostly to express my confusion with this because I've seen as multiple news agencies have covered multiple scientific journals, have explored increasing lanes of traffic, does not reduce traffic congestion on highways. It tends to make traffic congestion worse. So it seems like we're promising eight years of construction. We're taking out basketball courts and parks and destroying community cohesion in largely black neighborhoods. And the only thing Cincinnati and Northern Kentucky are going to get out of it are increased pollution, worse traffic, and you know, poorer air quality. This seems like an absolutely mad project with no purpose and you know, that's my only comment.

**Speaker 8** - 6:21:22 PM

Hi, my name is Eli Plaskitt. I'm a CI citizen of Cincinnati. I'm calling mostly to express my confusion with this because I've seen as multiple news agencies have covered multiple scientific journals, have explored increasing lanes of traffic, does not reduce traffic congestion on highways. It tends to make traffic congestion worse. So it seems like we're promising eight years of construction. We're taking out basketball courts and parks and destroying community cohesion in largely black neighborhoods. And the only thing Cincinnati and Northern Kentucky are going to get out of it are increased pollution, worse traffic, and you know, poorer air quality. This seems like an absolutely mad project with no purpose and you know, that's my only comment.

**Speaker 3** - 6:22:32 PM

Thank you commenter. I'm letting the next speaker in.

**Anonymous** - 6:22:43 PM

Have we done traffic studies on roads to potentially block off? West 12th in Covington was overwhelmed with traffic during the last bridge construction project. Multiple ambulances were stuck in traffic because it's too narrow to accommodate the influx.

**Speaker 9** - 6:22:47 PM

Hi, my name is Kelly Ambius and I'm also a resident of Cincinnati. I support Matt Butler's what he was saying and I have a couple of questions. I take Lynn Street and Findlay all the time, so I'm not sure what exactly is happening there because it seems far removed from the highway. So if that could be discussed or just made clear. And then my biggest concern, and I have to say it's making me sick, is that you are destroying this bat habitat. I heard that you're throwing money at a bat foundation, but where are you relocating the bats and then the destruction of nature reducing the parks again, this is just making me sick. Okay, that is my final comment. Thank you.

**Anonymous** - 6:22:51 PM

Hi, my name is Kelly Ambius and I'm also a resident of Cincinnati. I support Matt Butler's what he was saying, and I have a couple of questions. I take Lynn Street and Finley all the time, so I'm not sure what exactly is happening there because it seems far removed from the highway. So if that could be discussed or just made clearer. And then my biggest concern, and I have to say it's making me sick, is that you are destroying this bat habitat. I heard that you're throwing money at a bat foundation, but where are you relocating the bats and then the destruction of nature reducing the parks Again, this is just making me sick. Okay, that is my final comment. Thank you.

**Speaker 3** - 6:23:49 PM

Thank you. I'm letting the next commenter in.

**Speaker 11** - 6:24:03 PM

Hello?

**Anonymous** - 6:24:04 PM

Hello? Hello. Are you speaking to me? Okay, I wasn't sure. My name is Gary Weddle. I'm a resident of Lewisburg. I was looking at the environmental commitments, PDF online, and in the noise section on page 22 of 44, it talks about a noise barrier on southbound I 75 running from third Street to south of Hermes Avenue. And from what I've learned from the going to the physical meetings that that barrier is not continuous. It stops between Watkins Street and Old Hind Street. This is on the west side of the expressway, on the Lewisburg side, and that there's a section there, 50 or a hundred feet long that will not have the, the wall, the noise barrier, the westerly, the Western most noise barrier they're talking about. And that is a natural funnel there, or megaphone, if you wish, with the low spot being down by the expressway, moving up to Hermes Avenue and Watkins as As and Hein Street. Those are all high spots, at least 30 or 40 feet higher. So the noise has been taking everyone's backyards and their back porches since the expressway was first put in. And with each, each successive encroachment from the highway and nothing has been done about it. And so I've put in other comments before in written form, but I just wanted to make sure that something is done about that. And anyway, and unfortunately, I've got a call on the other line, but I cannot mute. Let me go into the other room anyway. Okay. Okay. Thank you. Okay. Thank you.

**Speaker 3** - 6:24:08 PM

I can hear you. Please state your name for the record.

**Speaker 11** - 6:24:11 PM

Are you speaking to me?

**Speaker 3** - 6:24:14 PM

Yes.

**Speaker 11** - 6:24:15 PM

Okay, I wasn't sure. My name is Gary Weddle, I'm a resident of Lewisburg. I was looking at the environmental commitments, PDF online and in the noise section on page 22 of 44, it talks about a noise barrier on southbound I 75 running from third Street to south of Hermes Avenue. And from what I've learned from the going to the physical meetings that that barrier is not continuous. It stops between Watkins Street and Old Hind Street. This is on the west side of the expressway, on the Lewisburg side and that there's a section there 50 or a hundred feet long that will not have the, the wall, the noise barrier, the westerly, the Western most noise barrier they're talking about. And that is a natural, that funnel there or megaphone if you wish, with the low spot being down by the expressway moving up to Hermes Avenue and Watkins as As and Hein Street, those are all high spots, at least 30 or 40 feet higher. So the noise has been taking everyone's backyards and their back porches since the expressway was first put in and with each, each successive encroachment from the highway and nothing has been done about it. And so I've put in other comments before in written form but I just wanted to make sure that something is done about that. And anyway, and unfortunately I've got a call on the other line which I cannot mute. Let me go in the other room. Anyway,

**Speaker 3** - 6:26:32 PM

You've reached your two minute time limit, but if you'd like to continue to call back in for additional to add for additional two minutes at the very end, I'll call you at the end. So please call back in

**Speaker 11** - 6:26:43 PM

To you. Okay, thank you.

**Speaker 3** - 6:26:47 PM

You are welcome. For those that are currently on the phone listening, if you would like to call in to leave a verbal comment this evening, please remember to press star and follow the prompts. I'll give a few minutes for you to call in and then at the end if you've already provided a verbal comment then I'll call you back up and let you in. Provide an additional two minutes. I'm letting a caller in. Please remember to state your name in relationship to the project. Hello?

**Anonymous** - 6:27:55 PM

Hello. Yeah, my name's Todd Zinzer and I am a Cincinnati resident and my comment is concerning the cost and the schedule of the project and what type of structure is put in place by the project to contain costs and to keep the project on schedule. It's been 20 years in the making. It's a very important project to the city and to the states of Kentucky and Ohio. And I would just like to see somewhere the project lining out who's responsible for oversight and what structures in place to contain the cost and keep the project on schedule. For example, you have two different states involved, which means two different federal highway divisions. I don't know if this is a mega project that that they used to have at Federal Highways, but I think it would be good for the public to know who's ultimately responsible and what project is gonna do to contain costs and to keep it on schedule. Thank you. That's my comment.

**Speaker 12** - 6:27:56 PM

Yeah, my name's Todd Zer and I am a Cincinnati resident and my comment is concerning the cost and the schedule of the project and what type of structure is put in place by the project to contain costs and to keep the project on schedule. It's been 20 years in the making. It's a very important project to the city and to the states of Kentucky and Ohio. And I would just like to see somewhere the project lining out who's responsible for oversight and what structures in place to contain the cost and keep the project on schedule. For example, you have two different states involved, which means two different federal highway divisions. I don't know if this is a mega project that that they used to have at Federal Highways, but I think it would be good for the public to know who's ultimately responsible and what project is gonna do to contain costs and to keep it on schedule. Thank you. That's my comment.

**Speaker 3** - 6:29:07 PM

Thank you. I'm letting the next commenter in.

**Speaker 13** - 6:29:17 PM

Hi, my name is Jess Reinhardt. I am a Newport resident but I work in Cincinnati and I use 71 75 regularly. I've got a couple of questions, but the first is, why are there no noise barriers on the west side of the highway in Cincinnati that seems curious as there's already a lot of,

**Anonymous** - 6:29:20 PM

Hi, my name is Jess Reinhardt. I am a new Newport resident, but I work in Cincinnati and I use 71 75 regularly. I've got a couple of questions, but the first is, why are there no noise barriers on the west side of the

highway in Cincinnati? That seems curious as there's already a lot of, I don't know. Sorry, I don't know what I'm saying there, but yeah, so curious about that. I'm also eager to explore, like, this could be an opportunity for us to be an like the area, Cincinnati area to be an example of what could do moving forward with infrastructure, with climate change, with promoting buses and biking and walking. Like the best parts of Cincinnati, I think OTR, Mount Airy Hyde Park, these places are wonderful, or I think they're great because they're so easily accessible. You can walk there and Newport is wonderful because you can walk there. If you go outside further like Florence, it's not very walkable, it's not accessible, and by furthering expansions of highways, we're just cutting off more parts of the community. We're discouraging folks from, you know, being out in their community, let alone not, not to mention destroying, relocating businesses, which is going to disrupt how a community functions. That is my comment. Thank you.

**Speaker 13** - 6:29:38 PM

I dunno, sorry, I don't know what I'm saying there, but yeah, so curious about that. I'm also eager to explore, like this could be an opportunity for us to be an like the area, Cincinnati area to be an example, what cities could do moving forward with infrastructure, with climate change, with promoting buses and biking and walking like the best parts of Cincinnati, I think OTR, Mount Airy Hyde Park, these places are wonderful or I think they're great because they're so easily accessible, you can walk there and Newport is wonderful because you can walk there. If you go outside further like Florence, it's not very walkable, it's not accessible. And by furthering expansions of highways, we're just cutting off more parts of the community. We're discouraging folks from, you know, being out in their community, let alone not, not to mention destroying relocating businesses, which is going to disrupt how a community functions. That is my comment. Thank you.

**Speaker 3** - 6:30:44 PM

Thank you. I'm letting the next speaker in.

**Speaker 14** - 6:30:58 PM

Hi, this is Maxim Winter. I am a resident of the Cincinnati metro area and I'm a just an interested citizen. I, I think that this project, I have a few concerns regarding this project. I think it's a very expensive and large scale surface level solution to, to a much bigger problem because while congestion in the Cincinnati metropolitan area is a major issue, especially along the Brent Spence corridor time and time again, research has found that increasing highway capacity, you know, adding more lanes, building a whole new bridge is not an effective way to reduce traffic. And instead other solutions like improving alternates of transportation like public transportation, bicycling routes, bicycle infrastructure, pedestrian infrastructure are very effective. And also regarding the many tractor trailers and trucks that use the corridor, perhaps routing them around the beltway requiring that three trucks not to use the brunt fence corridor would, I think be a much more effective and much less expensive and have a much lower impact on the area a solution as opposed to this very expensive multi-billion dollar project. This, this concludes my comments. Thank you.

**Anonymous** - 6:31:00 PM

Hi, this is Maxim Winter. I am a resident of the Cincinnati metro area, and I am a, just an interested citizen. I, I think that this project, I have a few concerns regard this project. I think it's a very expensive and large scale, surface level solution to, to a much bigger problem, because while congestion in the Cincinnati metropolitan area is a major issue, especially along the Brent Spence corridor, time and time again, research has found that increasing highway capacity, you know, adding more lanes, building a whole new bridge is not an effective way to reduce traffic. And instead, other solutions like improving alternates, transportation, like public transportation, bicycling routes, bicycle infrastructure, pedestrian infrastructure are very effective. And also regarding the many tractor trailers and trucks that use the corridor, perhaps routing them around the beltway, requiring that three trucks not use the bru fence corridor would, I think, be a much more effective and much less expensive, and have a much lower impact on the area solution as opposed to this very expensive, multi-billion dollar project. This, this concludes my comments. Thank you.

**Speaker 3** - 6:32:34 PM

Thank you. I'm letting the next caller in.

**Speaker 13** - 6:32:44 PM

Hi, my name is Tara Tucker. I am the chair of the Covington Urban Forestry Board. We have concerns about the environmental impact of this project and we'd like to request a full environmental impact investigation or study and we also have concerns about routing this much traffic straight through the city. It doesn't seem like it was the best plan to begin with for the air quality of the people living in Covington and Cincinnati and routing as much traffic as possible through 2 75 would be a smarter way to go and a healthier one for everyone living in this area. That's my comment.

**Anonymous** - 6:32:46 PM

Hi, my name is Tara Tucker. I am the chair of the Covington Urban Forestry Board. We have concerns about the environmental impact of this project, and we'd like to request a full environmental impact investigation or study, and we also have concerns about routing this much traffic straight through the city. It doesn't seem like it was the best plan to begin with for the air quality of the people living in Covington and Cincinnati and routing as much traffic as possible through 2 75 would be a smarter way to go and a healthier one for everyone living in this area. That's my comment.

**Speaker 3** - 6:33:39 PM

Thank you. I'm letting the next caller in.

**Speaker 15** - 6:33:48 PM

Hi, my name is Alexander Pel and I am in Independence, Kentucky, but I use the Brent Spence Bridge regularly. I wanted to echo some of what the previous callers have been saying about issues with equity and induced demand, but I also, I understand the necessity for this project and agree with it, but I think it's a bit unfair to some of the residents who live in Cincinnati and Covington, as it seems to be a project meant to get suburban commuters in and out of the city as opposed to trying to help people who live inside the city more. I think there's things that could be done to help with this project to help people who live in the city that it goes through, such as adding sacrificial slabs to the design of the Ezr Charles overpass so that a future streetcar expansion could go to Union Terminal with, for Fort Washington Way was rebuilt.

**Anonymous** - 6:33:51 PM

Hi. My name is Alexander Pel, and I am in Independence, Kentucky, but I use the Brent Spence Bridge regularly. I wanted to echo some of what the previous callers have been saying about issues with equity and induce demand, but I also, I understand the necessity for this project and agree with it, but I think it's a bit unfair to some of the residents who live in Cincinnati and Covington, as it seems to be a project meant to get suburban commuters in and out of the city as opposed to trying to help people who live inside the city more. I think there's things that could be done to help with this project to help people who live in the city that it goes through, such as addict sacrificial slabs, to the design of the Ezr Charles overpass, so that a future streetcar expansion could go to Union Terminal. When Fort Washington Way was rebuilt, two of the bridges were built with sacrificial slabs so that the streetcar could be put through when it was time to do so. I also think that it should be explored options such as bus lanes or bus shoulders on the Brent Spence Bridge itself, or even putting sacrificial slabs on the bridge for someday a light rail transit system. I think it's not very forward thinking to focus so much on car traffic with everything that's happening and some of the momentum towards urbanism and caring about multimodal transportation, I hope that this comment period will give a chance for ODOT and KYTC to review more possible options. Thank you. That is my comment.

**Speaker 15** - 6:34:53 PM

Two of the bridges were built with sacrificial slabs so that the street car could be put through when it was time to do so. I also think that it should be explored options such as bus lanes or bus shoulders on the Brent SPS bridge itself, or even putting sacrificial slabs on the bridge for someday a light rail transit system. I think it's not very forward thinking to focus so much on car traffic with everything that's happening and some of the momentum towards urbanism and caring about multimodal transportation, I hope that this comment period will give a chance for ODOT and KYTC to review more possible options. Thank you. That is my comment. Thank

**Speaker 3** - 6:35:45 PM

You. Letting the next caller in.

**Speaker 16** - 6:35:55 PM

Hi, this is Jody Robinson and I live in northern Kentucky and have numerous concerns about this project. The leading up to it is very fuzzy science, so to speak. You know, you are quoting that it's one of the most congested truck corridors in the country when the FHWA says it's number 54 and even the truckers organization, which is a lobby group, says it's number 1515. So you've broken trust so many times. So the supplemental environmental is leaving so many questions and last night I was actually at the meeting and listening to all of the great things that this project's gonna bring, but it didn't bring up the issues within the environmental nor what the environmental just completely lacked to address and just very concerned we need to have that full study done. We, we really deserve more with questioning these numbers and what the congestion is based on and where that's coming from.

**Anonymous** - 6:35:58 PM

Hi, this is Jody Robinson and I live in Northern Kentucky and have numerous concerns about this project. The leading up to it is very fuzzy science, so to speak. You know, you are quoting that it's one of the most congested truck corridors in the country. When the FHWA says it's number 54. And even the truckers organization, which is a lobby group, says it's number 15. So you've broken trust so many times. So the supplemental environmental is leaving so many questions. And last night I was actually at the meeting and listening to all of the great things that this project's gonna bring, but it didn't bring up the issues within the environmental, nor what the environmental just completely lacked to address. And just very concerned. We need to have that full study done. We, we really deserve more with questioning these numbers and what the congestion is based on and where that's coming from. So our residents shouldn't be getting death sentences when we're not already meeting the EPA error requirements. And then the cost of this much infrastructure. Sure we have money maybe to build it. How are we gonna maintain this much road and what is it doing to us over time? And it's not forward thinking, you know, we are not learning from the lessons

and the mistakes we have made. We are hurting people of color and people without financial means at a greater access. And they keep being asked to come out and speak, but we know they don't after year and year of being abused and mistreated. Thank you very much. Thank you.

**Speaker 16** - 6:37:12 PM

So our residents shouldn't be getting death sentences when we're not already meeting the EPA error requirements and then the cost of this much infrastructure. Sure we have money maybe to build it. How are we gonna maintain this much road and what is it doing to us over time? And it's not forward thinking, you know, we are not learning from the lessons and the mistakes we have made. We are hurting people of color and people without financial means at a greater access and they keep being asked to come out and speak, but we know they don't after year and year of being abused and

**Speaker 17** - 6:37:57 PM

Mistreated you. Your two

**Speaker 3** - 6:37:58 PM

Minutes, thank you very much. You reached your two minutes. Thank you. If you'd like to call back in for an additional time, I'll call you back up at the very end.

**Speaker 16** - 6:38:11 PM

Thank you.

**Speaker 3** - 6:38:16 PM

I'm letting the next caller in.

**Speaker 17** - 6:38:21 PM

Hello, my name is Rachel Von and I am a resident of Cincinnati and a concerned citizen. My biggest concern with this project, I guess there's two parts. One, I echo the concern that adding additional lanes of traffic is not actually going to solve any of our congestion issues. Science and just anecdotally around the country, when more lanes are added, more traffic occurs, it doesn't solve anything. Secondly, I'm extremely concerned that this supplemental environmental impact doesn't really address any sort of greenhouse gas emissions or any sort of mitigations for that. I mean, it says that during the temporary construction related air quality impacts, there'll be mitigations, but no details into what that is. And then I'm really hard pressed to believe that there's actually going to be a decrease in greenhouse gases, which is stated in this document. I'd love to get more information into that. Overall, I think there is much better ways to deal with this. I'd rather see O dollars going to in increasing the infrastructure for electric vehicles. I also think that just in increasing public transportation between Kentucky and Ohio over that, you know, downtown Cincinnati area would be much better. So I just have a lot of concerns and wanted to state that. That's my comment. Thank you.

**Anonymous** - 6:38:26 PM

Hello, my name is Rachel Hon, and I am a resident of Cincinnati and a concerned citizen. My biggest concern with this project, I guess there's two parts. One, I echo the concern that adding additional lanes of traffic is not actually going to solve any of our congestion issues. Science, and just anecdotally around the country, when more lanes are added, more traffic occurs, it doesn't solve anything. Secondly, I'm extremely concerned that this supplemental environmental impact doesn't really address any sort of greenhouse gas emissions or any sort of mitigations for that. I mean, it says that during the temporary construction related air quality impacts, there'll be mitigations, but no details into what that is. And then I'm really hard pressed to believe that there's actually going to be a decrease in greenhouse gases, which is stated in this document. I'd love to get more information into that. Overall, I think there's much better ways to deal with this. I'd rather see O dollars going to in increasing the infrastructure for electric vehicles. I also think that just in increasing public transportation between Kentucky and Ohio over that, you know, downtown Cincinnati area would be much better. So I just have a lot of concerns and wanted to state that. That's my comment. Thank you.

**Speaker 3** - 6:39:46 PM

Thank you. I'm letting the next caller in.

**Speaker 18** - 6:39:58 PM

Hi, my name is Jacob Hot. I'm a resident of Covington, specifically on Dalton Street adjacent to the Goble Park area. I'm just wondering what the impact would be on Dalton Street and if this would pot potentially impact my property value. Other than that, I think this is a great idea. It'll be great for the community. Thanks.

**Anonymous** - 6:40:01 PM

Hi, my name is Jacob Hot. I'm a resident of Covington, specifically on Dalton Street adjacent to the Goble Park area. I'm just wondering what the impact would be on Dalton Street and if this would pot potentially impact my property value. Other than that, I think this is a great idea. It'll be great for the community. Thanks.

**Speaker 3** - 6:40:31 PM

I'm letting the next caller in.

**Speaker 19** - 6:40:41 PM

Hi, I

**Anonymous** - 6:40:43 PM

Hi, I've come to the meeting just to express my worries. Oh, sorry. My name is Aspen Damron. I'm calling in to provide comment that on the Brent Bench Bridge Corridor project, we're using a very old environmental review and I feel like the existing environmental review or the supplemental one has failed to address a lot of concerns about air quality, about GHG emissions, about noise pollution, and I think that it would be best if there was additional time taken to do more review to make sure that this is really the right project for this region, especially considering the fact that traffic counts has been going down on the bridge in the last 10 to 15 years. I really wonder if this is the best thing for Cincinnati. Yeah, that is my piece.

**Speaker 20** - 6:40:43 PM

Come to the meeting. Just to express my worries, can you

**Speaker 3** - 6:40:46 PM

Please state your, your, your name for the record please?

**Speaker 20** - 6:40:49 PM

Oh, sorry. My name is Aspen Damron. I'm calling in to provide comment that on the Brent Bench Bridge corridor project, we're using a very old environmental review and I feel like the existing environmental review or the supplemental one has failed to address a lot of concerns about air quality, about GHG emissions, about noise pollution, and I think that it would be best if there was additional time taken to do more review to make sure that this is really the right project for this region, especially considering the fact that traffic counts has been going down on the bridge in the last 10 to 15 years. I really wonder if this is the best

thing for Cincinnati. Yeah, that is my piece.

**Speaker 3** - 6:41:53 PM

Thank you. At this time I'm going to allow the, the caller that has previously comment, that's the remaining person in the queue.

**Speaker 5** - 6:42:21 PM

Hi, this is Matt Butler with duv Good Foundation. The Federal Highway Administration determined back in August of 2012 that the then preferred alternative would have no significant impact on the human or natural environment. Almost a dozen years have passed since then and much has changed over that time. The projected increases in traffic volumes that were used then to justify the need for adding a new 10 lane bridge across the Ohio River have not occurred. The combination of the covid epidemic and the widespread adoption of video technology for working virtually has reduced commuting traffic volumes. Scientific knowledge and understanding of the impacts of greenhouse gas emissions has advanced as has recognition of the need to reduce such emissions in order to limit the magnitude of the enormous risks and harms resulting from climate change. Federal policies to address racial and ethnic inequity and disparities, including environmental injustice have been strengthened.

**Anonymous** - 6:42:23 PM

Hi, this is Matt Butler with duv Good Foundation. The Federal Highway Administration determined back in August of 2012 that the then preferred alternative would have no significant impact on the human or natural environment. Almost a dozen years have passed since then, and much has changed over that time. The projected increases in traffic volumes that were used then to justify the need for adding a new 10 lane bridge across the Ohio River have not occurred. The combination of the covid epidemic and the widespread adoption of video technology for working virtually has reduced commuting traffic volumes. Scientific knowledge and understanding of the impacts of greenhouse gas emissions has advanced, as has recognition of the need to reduce such emissions in order to limit the magnitude of the enormous risks and harms resulting from climate change. Federal policies to address racial and ethnic inequity and disparities, including environmental injustice have been strengthened. Moreover, the current preferred alternative has changed in numerous ways from what was evaluated in 2012. As a result, an EIS must be prepared. Wildly inaccurate traffic projections are being used to justify a boondoggle project that only exacerbates the harms that were inflicted on minority communities. When the interstate was first constructed, daily automobile traffic grew from about 160,000 in 2005 to almost 180,000 in 2014. Then dropped to about 135,000 in 2015, recovered to about 160,000 by 2017, and then declined again to about 150,000 in 2021 and 2022 for a net decrease of about 6% over 17 years. That is all. Thank you.

**Speaker 5** - 6:43:18 PM

Moreover, the current preferred alternative has changed in numerous ways from what was evaluated in 2012. As a result, an EIS must be prepared. Wildly inaccurate traffic projections are being used to justify a boondoggle project that only exacerbates the harms that were inflicted on minority communities. When the interstate was first constructed, daily automobile traffic grew from about 160,000 in 2005 to almost 180,000 in 2014, then dropped to about 135,000 in 2015, recovered to about 160,000 by 2017 and then declined again to about 150,000 in 2021 in 2022 for a net decrease of about 6% over 17 years. That is all. Thank you.

**Speaker 3** - 6:44:09 PM

Thank you. Currently, there is no one remaining in the speaker queue. If you have called in or you recently have just called in to enter the speaker queue, please press star at any time and follow the prompt. I'm letting the next caller in.

**Anonymous** - 6:45:00 PM

Hi, my name is Jenny Mounts. I live in the greater Cincinnati area. I know that the traffic going over this bridge is horrendous and it's unsafe. We've needed this for over 20 years. I've lived in this city for almost 50. I understand, and I hear a lot of great concern from people who will locally be impacted in the Newport and downtown Cincinnati areas. I would just ask that ODOT and KYTC look at using some of the mitigation monies to improve the communities themselves, not just the impact of a, a loss of land, but perhaps providing new opportunities to improve those communities. It's not in my backyard, but it is in their backyard and they deserve to have a compromise. If you have to take this from me, then please give me this instead, as an exchange. I, I'd like to say to those who have suggested possibly rerouting highway traffic, the environmental impact of adding significant numbers of miles and diesel exhaust by rerouting around 275, that impact would far, far be worse than people driving straight through downtown Cincinnati. I am, have been in the transportation industry for several years. My husband is a truck driver. I am aware, and that's just gonna increase more cost of goods. Also, it's not the right solution, but just listen to the locals a little bit more and perhaps provide them some incentive and something to compensate them for this permanent inconvenience. Thank you.

**Speaker 21** - 6:45:00 PM

Hi, my name is Jenny Mounts. I live in the greater Cincinnati area. I know that the traffic going over this bridge is horrendous and it's unsafe. We've needed this for over 20 years. I've lived in this city for almost 50. I understand and I hear a lot of great concern from people who will locally be impacted in the Newport and downtown Cincinnati areas. I would just ask that ODOT and KYTC look at using some of the mitigation monies to improve the communities themselves, not just the impact of a, a loss of land, but perhaps providing new opportunities to improve those communities. It's not in my backyard, but it is in their backyard and they deserve to have a compromise. If you have to take this from me, then please give me this instead as an exchange. I, I'd like to say to those who have suggested possibly rerouting highway traffic, the environmental impact of adding significant numbers of miles and diesel exhaust by rerouting around 275, that impact would far, far be worse than people driving straight through downtown Cincinnati. I am, have been in the transportation industry for several years. My husband is a truck driver. I am aware and, and that's just gonna increase more cost of goods. Also, it's not the right solution, but just listen to the locals a little bit more and perhaps provide them some incentive and something to compensate them for this permanent inconvenience. Thank you.

**Speaker 3** - 6:47:08 PM

Thank you. I'm letting the next caller in.

**Speaker 22** - 6:47:21 PM

Hi, my name is Mimi Rook and I am a resident of Camp Washington. In the blue zone, and I live right next to the freeway. So I've already been through the nightmare of I 75 widening during the last construction period. I have lovely cracks in my house from some of that work that occurred, but the other thing is the amount of noise, and then when traffic stalled, which I know a lot of it is because of the problems on the bridge, then I also have to deal with the fumes from people idling next to my home.

**Anonymous** - 6:47:24 PM

Hi, my name is Mimi Rook and I am a resident of Camp Washington in the Blue Zone, and I live right next to the freeway. So I've already been through the nightmare of I 75 widening during the last construction period. I have lovely cracks in my house from some of that work that occurred, but the other thing is the amount of noise and then when traffic stalled, which I know a lot of it is because of the problems on the bridge, then I also have to deal with the fumes from people idling next to my home. I am going to echo Matt Butler on the Environmental Impact Study and please, please, please what you have is from 12 years ago. And the other thing is the changes that are rapidly occurring with electric transportation. I am praying hard that those will help with some of the stuff we're dealing with, with internal combustion engines, but I know that's not gonna happen in the near, like in the next couple of years. But I, I urge more study on the, the air quality issues and on the, on the damage to the communities in the blue zones where this construction is occurring. Thank you.

**Speaker 22** - 6:48:05 PM

I am going to echo Matt Butler on the Environmental impact study, and please, please, please, what you have is from 12 years ago. And the other thing is the changes that are rapidly occurring with electric transportation. I am praying hard that those will help with some of the stuff we're dealing with, with internal combustion engines, but I know that's not gonna happen in the near, like in the next couple of years, but I, I urge more study on the, the air quality issues and on the, on the damage to the communities in the blue zones where this construction is occurring. Thank you.

**Speaker 3** - 6:48:53 PM

Thank you. There's anyone on the phone if is not provided a comment. Please remember you can press star and follow the prompts and that I do have one prior commenter that I'll allow and enter the meeting.

**Speaker 5** - 6:49:36 PM

Hi, this is Matt Butler from duv Good Foundation. The SEA fails to, to adequately address greenhouse gas emissions and climate change. The SEA fails to even mention the greenhouse gas emissions from construction that is resolving from producing and transporting the concrete steel, asphalt and other materials to the site, fueling the heavy equipment used to demolish existing infrastructure and to construct the billions of dollars of new infrastructure operating lighting for night construction and the like. Those emissions will be front loaded occurring during the first four to six years, and those emissions will remain in the atmosphere as long as a century and will continue to cause additional warming year after year. Adding to the resulting climate change impacts with respect to greenhouse gas emissions from use of the expanded highway corridor, the SEA's failure to adequately account for the induced travel that will result from the expanded highways renders it as its estimates unrealistically low the reductions over time in the agency's

projected emissions result from factors entirely independent of this project.

**Anonymous** - 6:49:41 PM

Hi, this is Matt Butler from duv Good Foundation. The SEA fails to adequately address greenhouse gas emissions and climate change. The SEA fails to even mention the greenhouse gas emissions from construction. It is resolving from producing and transporting the concrete steel, asphalt and other materials to the site, fueling the heavy equipment used to demolish existing infrastructure and to construct the billions of dollars of new infrastructure operating lighting for night construction and the like. Those emissions will be front loaded occurring during the first four to six years, and those emissions will remain in the atmosphere as long as a century and will continue to cause additional warming year after year. Adding to the resulting climate change impacts with respect to greenhouse gas emissions from use of the expanded highway

corridor, the S'S failure to adequately account for the induced travel that will result from the expanded highways renders it as its estimates unreliably low the reductions over time in the agency's projected emissions result from factors entirely independent of this project, federal fuel efficiency and exhaust emission standards and gradual replacement of current vehicles by newer vehicles with lower emissions. However, they project dramatically higher volumes of traffic in the future in this corridor than currently exist, an increase in daily traffic volume by 50% by 2035 from volumes in 2017 to 2021, and admit that the preferred alternative will result in 1.7% more traffic than the Nobu scenario. Moreover, the impacts of climate change are not limited only to those living in the, IM immediate vicinity of the emission sources and climate change has been recognized by both state and federal governments. It's disproportionately impacting low income and minority communities. For those reasons, we need to request an EIS, and that is all. Thank you.

**Speaker 5** - 6:50:38 PM

Federal fuel efficiency and exhaust emission standards and gradual replacement of current vehicles by newer vehicles with lower emissions. However, they project dramatically higher volumes of traffic in the future in this corridor than currently exist. An increase in daily traffic volume by 50% by 2035 from volumes in 2017 to 2021 and admit that the preferred alternative will result in 1.7% more traffic than the Nobu scenario. Moreover, the impacts of climate change are not limited only to those living in the, IM immediate vicinity of the emission sources. And climate change has been recognized by both state and federal governments. It's disproportionately impacting low income and minority communities. For those reasons, we need to request an EIS and that is all. Thank you.

**Speaker 3** - 6:51:30 PM

Thank you. I'm letting a new commenter in.

**Anonymous** - 6:51:41 PM

A project of this size warrants a full environmental impact study rather than a study that is older than a decade old. Traffic is decreasing and additional lanes do not seem necessary given the amount and severity of short and long-term impacts.

**Speaker 23** - 6:51:41 PM

Hello, this is Evan Walker. I live in Cincinnati, Ohio, and I wanted to weigh in on the environmental side of the project and how many questions there seem to be out there about things like, you know, at a, at a, at a really at granular level, what's gonna happen to be endangered and threatened bat species, what are we doing about runoff in an area where combined sewer overflows are an issue? And there's been a lot of updates in the science of greenhouse gas emissions of things like fine particulate matter. The I have heard no mention of microplastics and other things that are shed from tires on highways and what's that's doing to communities there. I I'm not sure why there's not more consideration of sound walls all through the West End and Queens gates and even Camp Washington where communities have already been cut off and polluted by highway expansion.

**Anonymous** - 6:51:44 PM

Hello, this is Evan Walker. I live in Cincinnati, Ohio, and I wanted to weigh in on the environmental side of the project and how many questions there seem to be out there about things like, you know, at a, at a, at a really granular level, what's gonna happen to the endangered and threatened bat species? What are we doing about runoff in an area where combined sewer overflows are an issue? And there's been a lot of updates in the science of greenhouse gas emissions of things like fine particulate matter. The, I have heard no mention of microplastics and other things that are shed from tires on highways and what that's doing to the communities there. I, I'm not sure why there's not more consideration of sound walls all through the West End and Queens Gate and even Camp Washington where communities already been cut off and polluted by highway expansion. So, yeah, I'd love, I love the comment earlier about how we can do more to go above and beyond in these communities. We need to reconnect, connect these communities while we have the chance, you know, connecting things like the street card to the, across the Ezer Charles Bridge. I like that idea. We've talked to ODOT about doing things like skate parks that connect communities and get young kids in, and we can make 'em green, but there doesn't really seem to be a ton of interest in that. I only heard that there's very little mission of what's gonna happen with Queensgate Playfield. It sound like that's kind of a done deal, but it's still gonna have impacts for the kids that play there right now. So how do we go above and beyond and build more play areas, more parks for the kids that live in these neighborhoods that are gonna be impacted beyond just, you know, buying a piece of the property and reconfiguring the baseball diamond. This is a once in a lifetime opportunity for the, for the ODOT and for Kentucky Department of Transportation and both the states to, to actually improve neighborhoods that were damaged by highways in the past. So, thank you.

**Speaker 23** - 6:52:42 PM

So yeah, I'd love, I love to comment earlier about how we can do more to go above and beyond in these communities. We need to reconnect, connect these communities while we have the chance, you know, connecting things like the street card to the, across the as Charles Bridge. I like that idea. We've talked to ODOT about doing things like skate parks that connect communities and get young kids in and we can make 'em green, but there doesn't really seem to be a ton of interest in that. I only heard that there's very little mission of what's gonna happen with Queensgate Playfield. It sound like that's kind of a done deal, but it's still gonna have impacts for the kids that play there right now. So how do we go above and beyond and build more play areas, more parks for the kids that live in these neighborhoods that are gonna be impacted beyond just, you know, buying a piece of the property and reconfiguring the baseball diamond. This is a once in a lifetime opportunity for the, for the ODOT and for Kentucky Department of Transportation and both the states to, to actually improve neighborhoods that were damaged by highways in the past.

**Speaker 3** - 6:53:48 PM

You've reached your two minute bullet.

**Speaker 23** - 6:53:51 PM

Thank you.

**Speaker 3** - 6:53:53 PM

But you can recall back in for an additional two minutes if you desire. At this time, I have no one in the speaker queue. If you wish to provide additional comments for the additional two minutes and reenter the queue, please remember to press star and follow the prompt. Prompt. In the interest of time, I'm going to prioritize those that have not previously spoken. I have a new caller and commenter.

**Anonymous** - 6:54:01 PM

Previous similar projects and studies on highway expansions have shown that they do not decrease congestion. What is needed instead are smarter solutions that reduce greenhouse gases, allowing for improved air quality by designing for mass transit, biking and walking.

**Speaker 24** - 6:54:58 PM

Okay. Yeah. Hi, my name is Ryan Laber and I'm calling in to make a comment on part of Bridge Forward Cincinnati. Of course, we are a pro build, pro bid bridge group and as such we're asking for basically a, a good working partnership with ODOT and the POLE project team. And so in that spirit, we've got kind of two comments to make. The first one is this Summer Bridge Forward hosted a public meeting at Union Terminal and 150 people attended for this meeting. We flew in national experts to share their perspectives about the project. The experts included Fred Wagner, who is the former Chief Counsel at Federal Highway Administration during the Obama presidency and is an now a partner at Venable, LLP and Environmental Law Firm in dc. We also flew in Gloria Jeff, who is the current livability director at Minnesota and the former deputy administrator at Federal Highway Administration.

**Anonymous** - 6:55:01 PM

Okay. Yeah. Hi. My name is Ryan Laborer and I'm calling in to make a comment on part of Bridge Forward Cincinnati. Of course, we are a pro build, pro bid bridge group, and as such, we're asking for basically a good working partnership with ODOT and the POLE project team. And so in that spirit, I got kind of two comments to make. The first one is this Summer Bridge Forward hosted a public meeting at Union Terminal and 150 people attended for this meeting. We flew in national experts to share their perspectives about the project. The experts included Fred Wagner, who is the former Chief Counsel at Federal Highway Administration during the Obama presidency, and is now a partner at Venable, LLP and Environmental Law Firm in dc. We also flew in Gloria Jeff, who is the current livability director at Minnesota Dot, and the former Deputy administrator at Federal Highway Administration. We extended invitation to the project team and to the current local Federal Highway administration folks, but we're disappointed that nobody

attended the public meeting that we hosted. Secondly, we understand the project team is open to hearing public comments or comments on the project from Cincinnati's elected officials about the Brent Spence Project, but in toss with elected officials. Just this week, I've heard their understanding from ODOT that the bridge forward proposal would necessarily shut down I 75 for a year or add a half a billion dollars in project costs. And that's their current understanding. That's not our understanding. We haven't seen those kind of comments in writing. So as a Pro Bridge group, a pro build group, we're asking for a, a productive partnership. Those are my comments. Thanks. I.

**Anonymous** - 6:56:06 PM

A meaningful engagement of minority communities should be pursued since these communities will be disproportionately affected.

**Speaker 24** - 6:56:10 PM

We extended invitation to the project team and to the current local Federal Highway administration folks, but we're disappointed that nobody attended the public meeting that we hosted. Secondly, we understand the project team is open to hearing public comments or comments on the project from Cincinnati's elected officials about the Brent Spence project, but in toss with elected officials just this week, I've heard their understanding from ODOT that the bridge forward proposal would necessarily shut down I 75 for a year or add a half a billion dollars in project costs. And that's their current understanding. That's not our understanding. We haven't seen those kind of comments in writing. So as a pro bridge group, a pro build group, we're asking for a, a productive partnership. Those are my comments. Thanks.

**Speaker 3** - 6:57:06 PM

Thank you. Letting the next speaker in.

**Speaker 25** - 6:57:16 PM

Yeah, my name's Daniel. I'm a local resident and my question is, well, first I received a flyer in the mail that says, investing in local communities, growing America's economy. And my question is, how exactly are you investing in the local communities? And for the record, I do not think that grant money is investing in local communities if that grant money is used for paying for damages that you are creating. That's my comment.

**Anonymous** - 6:57:21 PM

My name's Daniel. I'm a local resident, and my question is, well, first I received a flyer in the mail that says, investing in local communities, growing America's economy. And my question is, how exactly are you investing in the local communities? And for the record, I do not think that grant money is investing in local communities if that grant money is used for paying for damages that you are creating. That's my comment.

**Speaker 3** - 6:57:44 PM

Thank you. Please reset the timer and I'm letting the next speaker in.

**Speaker 26** - 6:57:58 PM

Hi, thanks so much for having me. My name's Anthony. I, I oppose the, the bridge project entirely because I think it's a, a waste of taxpayer dollars in the first place. But given that you're hell, Ben, on, on creating a, a companion bridge, you owe it to, to the local residents to do your absolute finest work and collaborate with the groups that have put in a really unreasonable amount of time, like Bridge Forward. I'm not part of their group, but they're an amazing group. It's, it's incredible to see what they've been able to put together, honestly, in spite of odot, which is really sad because ODOT should be a leader in transportation, but unfortunately they're kind of, they're kind of just a, a leader for their own benefit right now, unfortunately it seems like. So, so I, I hope that ODOT will kind of wake up, move toward mass transit rather than dirty transit, which is what this is. It's an expansion of, of over-reliance on private vehicles, on, on trucking rather than, than rail transit. And, and it's a mistake. So I hope you'll, I hope you'll work with toward the bridge, the bridge forward plan because that's the best you can do with, with a bad idea.

**Anonymous** - 6:58:01 PM

Hi. Thanks so much for having me. My name's Anthony. I, I oppose the, the bridge project entirely because I think it's a, a waste of taxpayer dollars in the first place. But given that you're hell on, on creating a, a companion bridge, you owe it to, to the local residents to do your absolute finest work and collaborate with the groups that have put in a, a really unreasonable amount of time, like Bridge Forward. I'm not part of the group, but they're an amazing group. It's, it's incredible to see what they've been able to put together, honestly, in spite of odot, which is really sad because ODOT should be a leader in transportation, but unfortunately, they're kind of, they're kind of just a, a leader for their own benefit right now, unfortunately, it seems like. So, so I, I hope that ODOT will kind of wake up, move toward mass transit rather than dirty transit, which is what this is. It's an expansion of, of over-reliance on private vehicles, on, on trucking rather than, than rail transit and, and it's a mistake. So I hope you'll, I hope you'll work with toward the bridge, the bridge forward plan, because that's the best you can do with, with a bad idea.

**Speaker 3** - 6:59:30 PM

Thank you commenter. I'm letting a prior commenter in.

**Speaker 7** - 6:59:54 PM

Hello, this is my second time calling back. My name is Pamela Mullins and I am from Covington, Kentucky. I'm calling regarding the inclusion of the disadvantaged business enterprises, particularly in this area, to be sure that there is inclusion of them. I believe this is a prevailing wage project, which means the salaries are going to be good salaries that are out there. However, I'm not sure how many businesses are qualified to participate in this. What I have seen, because I have managed these types of programs in the past is that the ones locally are too small to be included in certain types of opportunities. There needs to be a way to be sure that inclusion does get down to the smallest enterprise that you're able to do and understanding how you might be able to put in some types of, not exceptions necessarily, but some types of qualifications that will allow for inclusion to happen. For example, I know Alicia Reese in Hamilton County recently put in some different incentives, so I want to be sure that they are included in these business opportunities, but also regarding the wildlife, the air, the water, and the opportunity to encourage social engagement of diversity along this new opportunity that this money is going to bring for our area. And that concludes my comments. Thank you.

**Anonymous** - 6:59:58 PM

Hello, this is my second time calling back. My name is Pamela Mullins and I am from Covington, Kentucky. I'm calling regarding the inclusion of the disadvantaged business enterprises, particularly in this area, to be sure that there is inclusion of them. I believe this is a prevailing wage project, which means the salaries are going to be good salaries that are out there. However, I'm not sure how many businesses are qualified to participate in this. What I have seen, because I have managed these types of programs in the past, is that the ones locally are too small to be included in certain types of opportunities. There needs to be a way to be sure that inclusion does get down to the smallest enterprise that you're able to do, and understanding how you might be able to put in some types of, not exceptions necessarily, but some types of qualifications that will allow for inclusion to happen. For example, I know Alicia Reese in Hamilton County recently put in some different incentives, so I want to be sure that they are included in these business opportunities, but also regarding the wildlife, the air, the water, and the opportunity to encourage social engagement of diversity along this new opportunity that this money is going to bring for our area. And that concludes my comments. Thank you.

**Speaker 3** - 7:01:48 PM

Thank you. I'm letting a prior commenter in.

**Speaker 5** - 7:02:02 PM

Hi, this is Matt Butler with duv Good Foundation. The US EPA justice screening tool ranks census blocks and tracks by percentile compared to either the nation or the state in which they're located with EGA indexes for exposure to air pollutants such as PM 2.5 ozone diesel particular matter, air toxics, cancer risk, air toxics, respiratory health, and by socioeconomic indexes for people of color, low income and health disparities such as asthma. The census area is adjacent to, or almost adjacent to the project ward or with higher proportions of minority residents repeatedly are identified by the EPA is in the 99th to 100th percentile or the 90th to 95th percentile ranking of these indexes. The SEIS completely fails to address the fact that disproportionate impacts exist if the magnitude of the adverse effect is appreciably greater on persons of color than on white persons. For example, the EPA environmental justice screens themselves, which the agencies apparently did not even bother to collect, much less consider show far greater burdens related to pollution and adverse health effects in black and Latinx neighborhoods.

**Anonymous** - 7:02:07 PM

Hi, this is Matt Butler with duv Good Foundation. The US EPA Justice screening tool ranks census blocks and tracks by percentile compared to either the nation or the state in which they're located with EGA indexes for exposure to air pollutants such as PM 2.5, ozone diesel particular matter, air toxics, cancer risk, air toxics, respiratory health, and by socioeconomic indexes for people of color, low income and health disparities such as asthma. The census area is adjacent to or almost adjacent to the project ward, or with higher proportions of minority residents repeatedly are identified by the EPA is in the 99th to 100th percentile, or the

90th to 95th percentile ranking of these indexes. The SCIS completely fails to address the fact that disproportionate impacts exist if the magnitude of the adverse effect is appreciably greater on persons of color than on white persons. For example, the EPA environmental justice screens itself, which the agencies apparently did not even bother to collect, much less consider show far greater burdens related to pollution and adverse health effects in black and Latinx neighborhoods. Even assuming Arguendo that a similar percentage of white residents had the same pollution exposure, the adverse effects are almost certainly disproportionately greater on persons of color. The higher poverty rates and the fewer assets available to Black and Latinx communities will also increase the magnitude of the harms to them. Whereas here a discriminatory effect exists. Title Six requires the agencies to ensure that mitigation measures are taken and documented to eliminate or minimize a disparate impact where disparate impact cannot be eliminated. Agencies shall ensure that the activity will only be undertaken if a substantial, legitimate justification for the action exists and is documented and that activity is the least discriminatory alternative. We are requesting a full EIS. That is all. Thank you.

**Speaker 5** - 7:03:12 PM

Even assuming arguendo that a similar percentage of white residents had the same pollution exposure, the adverse effects are almost certainly disproportionately greater on persons of color. The higher poverty rates and the fewer assets available to black and Latinx communities will also increase the magnitude of the harms to them. Whereas here a discriminatory effect exists. Title Six requires the agencies to ensure that mitigation measures are taken and documented to eliminate or minimize a disparate impact where disparate impact cannot be eliminated. Agencies shall ensure that the activity will only be undertaken if a substantial, legitimate justification for the action exists and is documented and that activity is the least discriminatory alternative we are requesting a full EIS. That is all. Thank you.

**Speaker 3** - 7:04:03 PM

Thank you. I'm letting a new comment commenter in.

**Speaker 27** - 7:04:16 PM

Hello, my name is Marsha Lance and I am a new Newport, Kentucky resident. I'm happy to see a project move forward that would improve traffic flow and in access to the, the transportation areas around Northern Kentucky and Cincinnati. My only concern, I'm not an informed citizen per se, I haven't read the documentation, but I'm hoping that there are mitigations that are being put in place to protect the water quality levels of the Ohio River throughout the protection, throughout the production phase where we are gonna have a lot of things, I think I, I assume dropping into the river and settlement and sediment and, and the, the disruptions to the habitats you've mentioned. So I just hope that along the way some of the public information that will come out will be the plans to address water quality issues for the river and the river habitat.

**Anonymous** - 7:04:20 PM

Hello, my name is Marsha Lance and I am a Newport, Kentucky resident. I'm happy to see a project move forward that would improve traffic flow and in access to the, the transportation areas around Northern Kentucky and Cincinnati. My only concern, I'm not an informed citizen per se, I haven't read the documentation, but I'm hoping that there are mitigations that are being put in place to protect the water quality levels of the Ohio River throughout the protection, throughout the production phase where we are gonna have a lot of things, I think I, I assume, dropping into the river and settlement and sediment and, and the, the disruptions to the habitats you've mentioned. So I just hope that along the way, some of the public information that will come out will be the plans to address water quality issues for the river and the river habitat. And then also if there are funds available, it would be nice to see cleanup and improvement of the river along both sides of the river because it is such a lovely area for the public to gather on both sides. We have parks down there near the water, places to walk, and I, I think the most of the citizens in the area would like to see those kinds of opportunities expanded and improved and enhanced for, you know, physical wellbeing of being outdoors in our outdoor spaces. And the river is certainly one of those important spaces to us. Thank you to all and everybody who's working on this project. I'm cheering you on and hoping that everyone does their, their very best for the communities that are involved in this. Thank you.

**Speaker 27** - 7:05:28 PM

And then also if there are funds available, it would be nice to see cleanup and improvement of the river along both sides of the river because it is such a lovely area for the public to gather on both sides. We have parks down there near the water, places to walk, and I, I think the most of the citizens in the area would like to see those kinds of opportunities expanded and improved and enhanced for, you know, physical wellbeing of being outdoors in our outdoor spaces. And the river is certainly one of those important spaces to us. Thank you to all and everybody who's working on this project. I'm cheering you on and hoping





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# Appendix D: Project Advisory Committee Meeting Summary





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# Brent Spence Bridge Corridor Project Project Advisory Committee Meeting Summary February 16, 2024

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## Introduction

The Brent Spence Bridge (BSB) Corridor Project Advisory Committee (PAC) meeting was held on February 16, 2024 from 10:30 am to 11:15 am. The meeting was a virtual format hosted on Microsoft Teams. Invitations were sent to PAC members via email on January 25, 2024. A meeting reminder was distributed via email on February 15, 2024. See Attachment 1 for copies of meeting invitations and reminders. Attendees at the meeting included PAC members or their designated representatives and members of the project team from the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), and the Federal Highway Administration (FHWA). The PAC meeting was open to the general public, although no members of the public attended. A list of attendees is included in Attachment 2.

## Presentation

The meeting began with opening remarks by Tom Arnold, ODOT's Brent Spence Bridge Corridor Project Manager. The remarks were followed by a presentation by Tom Arnold (ODOT) and Stacey Hans, KYTC's Brent Spence Bridge Corridor Project Manager. A copy of the presentation is included in Attachment 3. Major topics addressed in the presentation include:

- Project phasing and schedule;
- Logistics for the upcoming public hearings;
- Overview of the public hearing materials and presentation;
- Project update on aesthetics, the innovation period, and diversity & inclusion efforts.

## Comments and Questions

No members of the general public attended the PAC meeting, and no public comments were received. The following comments and questions were provided by PAC members after the presentation:

- Robert Yeager – KYTC, District 6: ODOT and KYTC are doing a great job on the project and keeping everyone informed. ODOT and KYTC are to be commended for how well they are working together to achieve the common goal of delivering the project. Mr. Yeager encouraged members of the PAC to attend one of the upcoming public hearings.



- 
- Mark Policinski – Ohio-Kentucky-Indiana Regional Council of Governments: How many people are expected to attend the public hearings?
    - KYTC and ODOT expect a good turnout at the hearings. A little over 300 people attended the open house meetings that were held in August 2023. The in-person hearings will have an afternoon and evening option. The afternoon options typically have lower attendance than the evening options. KYTC and ODOT also expect many people to take advantage of the virtual hearing option.
  - John Branzina – City of Cincinnati Department of Transportation & Engineering: Nice presentation Tommy and Stacey. Thank you.
  - Melissa Wegman – Queensgate Business Alliance: I agree with Bob! Thank you for the efforts being made to keep us updated and informed. And giving the platform to be involved and heard.
  - Gary Valentine – Kentucky Transportation Cabinet: Great job Tommy and Stacey!!



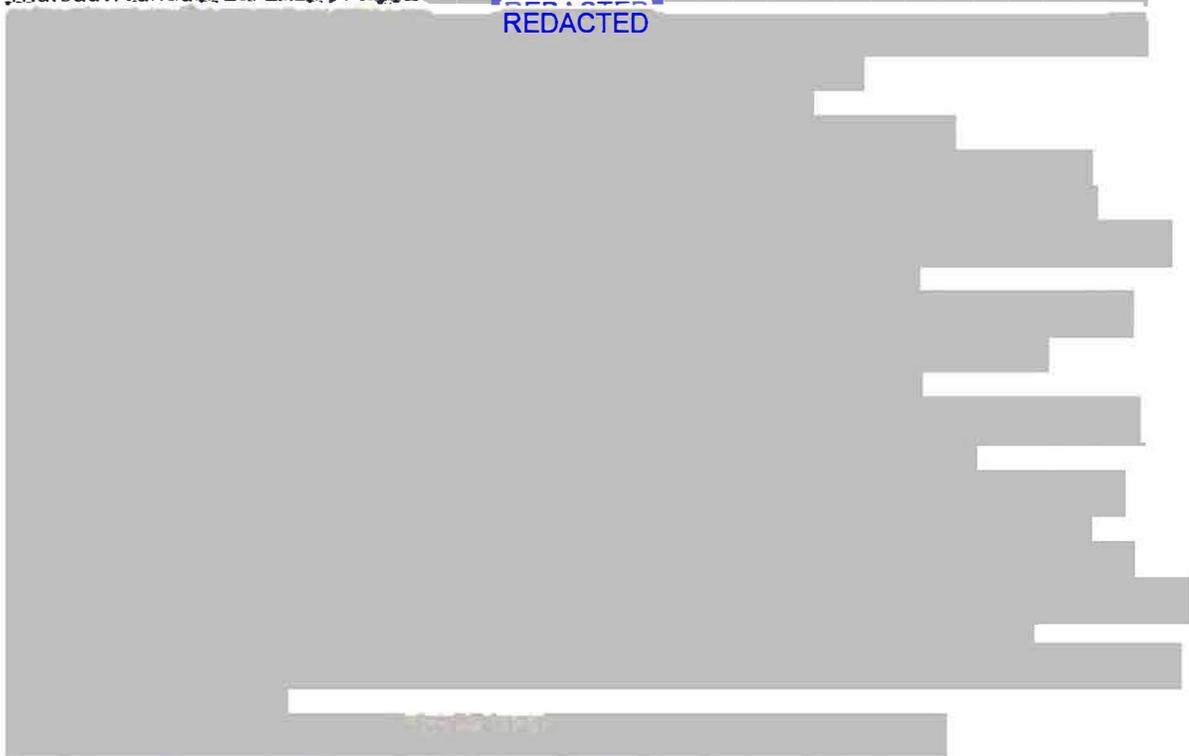
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Attachment 1: Invitations

---

**From:** Jodi Heflin  
**Sent:** Thursday, January 25, 2024, 1:08 PM  
**To:**

REDACTED



**Cc:**  
**Subject:** Brent Spence Bridge Corridor Project Advisory Committee Meeting (Virtual)  
**Attachments:** Public Hearing Flyer.pdf

**Dear Advisory Committee Member:**

The next meeting of the Project Advisory Committee will be held on **Friday, February 16, 2024 from 10:00 AM – Noon**. This will be a virtual meeting hosted on Microsoft Teams. You will receive an invitation with the meeting details in a separate email.

The purpose of the Project Advisory Committee meeting is to provide a preview of the information that will be presented at the upcoming public hearings and discuss next steps in the project’s development. The meeting will also include an opportunity for questions and comments. If you are unable to attend, we invite another representative from your organization to join the meeting in your place. If there is a new contact or representative for your organization, please respond with the name and contact information for that individual.

The Supplemental Environmental Assessment for the project will be made available for public review on Friday, January 26, 2024, and public hearings are scheduled to occur in February. Details about how to view the Supplemental EA, attend a public hearing, and submit comments are provided in the attached flyer.

Once the public availability period begins on Friday, we ask that you share the information about the Supplemental Environmental Assessment and public hearings as you continue to act as liaisons between your interested groups and the project team.

Please contact Jodi Heflin at [REDACTED] with any questions. Thank you for your involvement on the Project Advisory Committee.

Jodi S. Heflin, PE  
Traffic and Planning  
[REDACTED]

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## You're Invited!

The Kentucky Transportation Cabinet (KYTC) and the Ohio Department of Transportation (ODOT) are holding **PUBLIC HEARINGS** for the Brent Spence Bridge Corridor Project. In accordance with the National Environmental Policy Act (NEPA), the purpose of the hearings is to provide an opportunity for review and comment on the project's Supplemental Environmental Assessment and to provide feedback through written or recorded verbal comments.



You may view the Supplemental Environmental Assessment, submit comments and/or participate in the virtual public hearing by scanning the code at left or visiting [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc).

Copies of the Supplemental Environmental Assessment are also available for public viewing at: Kenton County Public Library Covington Branch, 502 Scott Street, Covington, Kentucky • Cincinnati and Hamilton County Public Library West End Branch, 805 Ezzard Charles Drive, Cincinnati, Ohio

Si desea que los materiales para esta reunión son traducidos a español, contacte a Domingo Martinez tan pronto que sea posible a [Domingo.Martinez@dot.ohio.gov](mailto:Domingo.Martinez@dot.ohio.gov) o por teléfono a (513) 933-6136.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. KYTC and ODOT are committed to providing access and inclusion and reasonable accommodation in their services, activities, programs, and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability or to request language interpretation or translation services to participate in a hearing, please contact Keith Smith, 1-800-831-2142 or [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) within 1 business day of the hearing.

### In-Person Public Hearing Options

*The same information will be presented at each hearing.*

**Tuesday, February 20, 2024**

Radisson Hotel

668 West 5th Street

Covington, Kentucky 41011

12:00 pm to 3:30 pm (formal presentation at 1:00 pm)

**OR**

4:30 pm to 8:00 pm (formal presentation at 5:30 pm)

**Wednesday, February 21, 2024**

Longworth Hall Event Center

700 West Pete Rose Way, Lobby C

Cincinnati, Ohio 45203

12:00 pm to 3:30 pm (formal presentation at 1:00 pm)

**OR**

4:30 pm to 8:00 pm (formal presentation at 5:30 pm)

### Virtual Public Hearing Option

**Thursday, February 22, 2024 |**

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)

5:30 pm to 7:00 pm

(formal presentation/verbal comment period only)

Public verbal comments will be accepted immediately following the formal presentation at each hearing. Individuals desiring to offer verbal comments at the in-person hearings must pre-register at the hearing. Comments will be limited to 2 minutes.

Comments may also be submitted via:

- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc) • Email: [Keith.Smith@dot.ohio.gov](mailto:Keith.Smith@dot.ohio.gov) • Phone: 1-800-831-2142
- Mail: ODOT District 8, Attn: Keith Smith, 505 South State Route 741, Lebanon, OH 45036-9518

**Comments received by March 8, 2024 will be considered in the final NEPA decision.**

Comments provided by any one of the methods listed above will receive equal weight in the project record.



Meeting ID: 296 285 222 619

Passcode: WPiexK

[Download Teams](#) | [Join on the web](#)

**Join with a video conferencing device**

[hntb@m.webex.com](mailto:hntb@m.webex.com)

Video Conference ID: 112 992 220 0

[Alternate VTC instructions](#)

**Or call in (audio only)**

[+1 816-702-6618,,838665999#](tel:+18167026618838665999) United States, Kansas City

Phone Conference ID: 838 665 999#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

---

**From:**  
**Sent:**  
**To:**

Jodi Heflin  
Thursday, February 15, 2024 2:02 PM

REDACTED

**Cc:**

**Subject:**

REMINDER - Virtual BSBCP Project Advisory Committee Meeting

**Dear Advisory Committee Member:**

The next meeting of the Project Advisory Committee will be held tomorrow, Friday, February 16, 2024 from 10:30 AM – Noon. This will be a virtual meeting hosted on Microsoft Teams, and you should have received an invitation with the meeting details in a separate email.

The purpose of the Project Advisory Committee meeting is to provide a preview of the information that will be presented at the upcoming public hearings and discuss next steps in the project’s development. The meeting will also include an opportunity for questions and comments. If you are unable to attend, we invite another representative from your organization to join the meeting in your place. If there is a new contact or representative for your organization, please respond with the name and contact information for that individual.

Please reply to Jodi Heflin ([jheflin@hntb.com](mailto:jheflin@hntb.com)) if you would like us to resend the original meeting invitation/details.

**Jodi S. Heflin, PE**  
Traffic and Planning

REDACTED

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[Attachment 2: Attendees](#)

## 1. Summary

Meeting title	Virtual BSBCP Project Advisory Committee Meeting
Attended participants	50
Start time	2/16/24, 10:03:45 AM
End time	2/16/24, 11:15:51 PM
Meeting duration	1h 12m 6s
Average attendance time	45m 51s

## 2. Participants

<b>Name</b>	<b>Organization</b>
Jodi Heflin	HNTB Corporation
James M. Auslander	Beveridge & Diamond
Doug Moormann	Development Strategies Group
Jeter, Todd	Federal Highway Administration
Melissa Wegman	Queensgate Business Alliance
Arnold, E.	Ohio Department of Transportation
Jill Bailey	City of Fort Wright
Mark Policinski	Ohio-Kentucky-Indiana Regional Council of Governments
Sharmili Reddy	Planning and Development Services of Kenton County
Pete Metz	Cincinnati USA Regional Chamber
Justin M. Weiss	Cincinnati Bulk Terminals, LLC
Johnson, Adam	Federal Highway Administration
Laura N. Brunner	Port of Greater Cincinnati Development Authority
Beck, Eric	Hamilton County Engineer
Hans, Stacey D	Kentucky Transportation Cabinet
Spencer Stork	Kenton County Engineer
Spinosa, Stefan	Ohio Department of Transportation
Yeager, Robert A	Kentucky Transportation Cabinet
Diop, Mour	Federal Highway Administration
Brazina, John	City of Cincinnati Department of Transportation and Engineering
Erica Johnson	HNTB Corporation
Ballantyne, John	Federal Highway Administration
Schneider, Erica	Ohio Department of Transportation
Robert Koehler	Ohio-Kentucky-Indiana Regional Council of Governments
Hill, Timothy	Ohio Department of Transportation
Will Weber	Southbank Partners
Baughman, Pamela	Federal Highway Administration
Schurman, Scott R	Kentucky Transportation Cabinet
Valentine, Gary	Kentucky Transportation Cabinet
Matt Jones	Cincinnati Business Committee
Haring, Duane	Cincinnati Bengals
Steve Pendery	Campbell County Fiscal Court
Carter, Markiea	City of Cincinnati Community and Economic Development
Lynn Corbitt	Rasor Communications
Gross, Joel	Cincinnati Park Board, Division of Planning and Design
Smith, Larry	Ohio Department of Transportation
Lee Crume	Northern Kentucky Tri-Ed
Tim O'Connell	Cincinnati Reds

**Name**

Williams, Bryan  
Gus B. Bauman  
Borres, Boday  
Hoffman, Larry  
Whitworth, David  
Kristi Phillips  
Lowry, Sara  
Nathan Alley  
Woodrow Keown, Jr.  
Kathy Zembrodt  
Sarah Lee  
18054550164

**Organization**

City of Cincinnati Department of Transportation and Engineering  
Beveridge & Diamond  
Federal Highway Administration  
Ohio Department of Transportation  
Federal Highway Administration  
Cincinnati Business Committee  
Federal Highway Administration  
Sierra Club  
National Underground Railroad Freedom Center  
City of Park Hills  
HNTB Corporation  
N/A



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Attachment 3: Presentation



**BRENT SPENCE  
BRIDGE CORRIDOR**

**Project Advisory Committee Meeting**  
February 16, 2024

Department of Transportation  
INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.  
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TEAM KENTUCKY

1

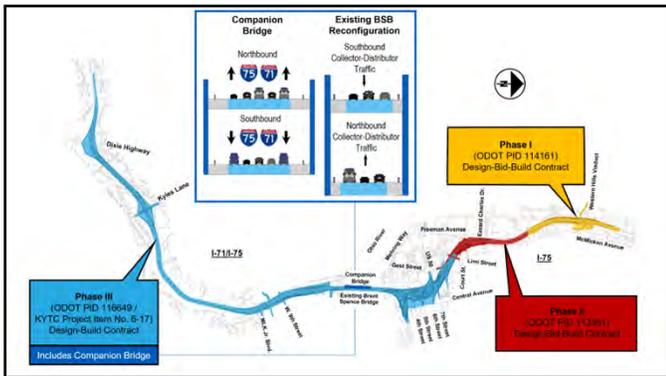


**Agenda**

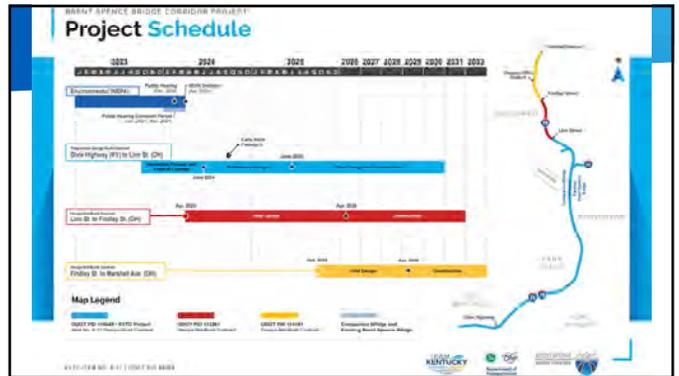
- Project phasing and schedule
- Public hearing preview
- Project update
  - Aesthetics
  - Innovation period
  - Diversity and inclusion
- Project Advisory Committee discussion
- Public comment opportunity



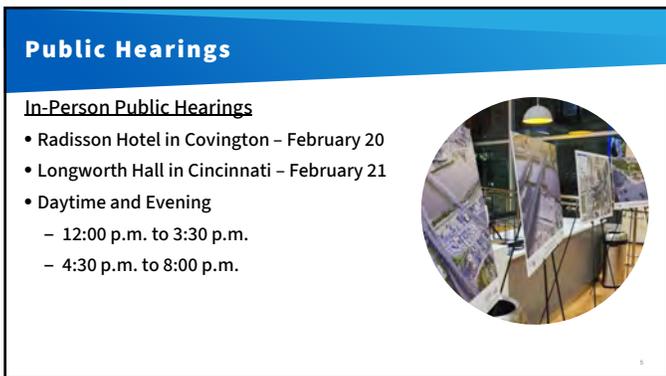
2



3



4



**Public Hearings**

In-Person Public Hearings

- Radisson Hotel in Covington – February 20
- Longworth Hall in Cincinnati – February 21
- Daytime and Evening
  - 12:00 p.m. to 3:30 p.m.
  - 4:30 p.m. to 8:00 p.m.



5



**Public Hearings**

In-Person Public Hearings

- 1-hour open house
- Formal presentation
- Formal public comment period
  - Commenters must register
  - Comments limited to 2-minutes
- Transcribed by a court reporter



6

### Public Hearings

Virtual Public Hearing

- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)
- February 22, 2024
- 5:30 p.m. to 7:00 p.m.



7

### Public Hearings

Virtual Public Hearing

- Begins with the formal presentation
- Formal public comment period
  - No registration required
  - Chat will remain private
- Hearing will be recorded



8

### Public Hearings

Comment Period

- Began January 26, 2024
- Ends March 8, 2024
- No monthly summaries during this time
- Formal responses published after the public comment period



9

### Public Hearings

Comment Options

- Verbal comments
- Written forms
- Email
- Phone
- Mail
- Website ([www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc))



10

### Supplemental Environmental Assessment

- Full impact evaluation
- Complete list of mitigation and enhancement measures
- [www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)




11

### Public Hearing Presentation

- Project history
- Project description/overview
- Notable environmental impacts
- Notable mitigation measures
- Notable enhancements



12

### Purpose and Need

- Improve traffic flow and level of service
- Improve safety
- Correct geometric deficiencies
- Maintain connections to key regional and national transportation corridors

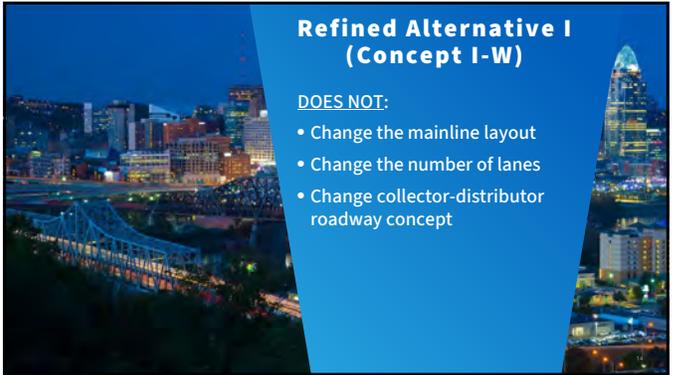


13

### Refined Alternative I (Concept I-W)

**DOES NOT:**

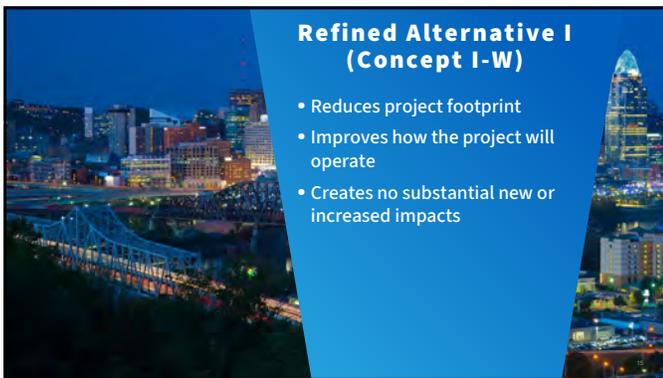
- Change the mainline layout
- Change the number of lanes
- Change collector-distributor roadway concept



14

### Refined Alternative I (Concept I-W)

- Reduces project footprint
- Improves how the project will operate
- Creates no substantial new or increased impacts



15

### Project Description

- Widen I-71/I-75, rebuild overpass bridges and interchanges
- Build collector-distributor systems
- Rehabilitate/restripe existing BSB
- Build new companion bridge
  - Arch
  - Cable-stayed



16

### Future Design Refinements

- Refined Alternative I (Concept I-W) = Base Design
- Innovation concepts
  - Currently being developed and evaluated
  - Shared after environmental approval



Image by snowing on Freepik 17

17

### Environmental Impacts

Anticipated impacts to the human and natural environment



18





**Mitigation Measures**

Measures incorporated into the project to offset unavoidable impacts

25



**Enhancement Measures**

Measures incorporated into the project to further benefit surrounding communities

26

**Enhancing the Community and Offsetting Impacts**

**ENHANCEMENTS**

- Construct new aesthetic enhancements
- New and upgraded pedestrian and bicycle sidewalks on both sides of the bridge to meet ADA standards
- Reinforce existing and construct new sidewalks by separating sidewalks from water runoff and removing existing drainage systems in Parkway and Ohio
- Use new or recycled materials for pavement, sidewalks, and other public work to demonstrate Cincinnati's commitment to sustainable infrastructure
- Use a mix of materials, textures, and colors to create a visually appealing and functional pedestrian and bicycle path
- Use a mix of materials, textures, and colors to create a visually appealing and functional pedestrian and bicycle path
- Use a mix of materials, textures, and colors to create a visually appealing and functional pedestrian and bicycle path

**MITIGATION MEASURES**

- Propose noise barriers to mitigate noise impacts
- Measure to manage sediment, erosion, potential temporary traffic, dust, noise, and air quality impacts during construction, including construction site best practices and site plans
- Monitor and mitigate for wetland and stream impacts
- Aesthetic, noise, and mitigation for impacts to wetland and stream impacts
- Mitigation for impacts to the Central Park Complex, Goodwood Farmstead and Old Farm, Lexington Historic District, and Longworth Hall
- Construction plan noise for the project, including, and mitigation of regulated materials
- Measure to protect drinking water resources
- Measure to protect public recreational resources being constructed

27

**Project Updates**

- Aesthetics (all project phases)
- Innovation period (Phase III)
- Diversity and Inclusion (Phase III)

28

**Aesthetics Update (All Phases)**

- Ohio design checklists developed (all phases)
- Kentucky Urban Aesthetics and Landscape Guidance (phase III)
- Project Aesthetics Committee
  - Design and appearance of new companion bridge
  - Meeting in late spring or early summer

29

**Innovation Period Update (Phase III)**

Contract Objectives

- Maximize the project scope within the programmed funding amounts through innovation, design optimization and effective risk mitigation
- Achieve effective project delivery
- Open the new companion bridge to traffic by July 15, 2029
- Minimize traffic disruption during construction, with minimal detours or diversion of traffic to local streets
- Minimize physical intrusion and impact
- Maximize public investment by minimizing the footprint
- Minimize the footprint to maximize potential developable space
- Improve neighborhood connectivity across the interstate
- Build the project with a context sensitive design that fits within the community
- Provide strong aesthetic value
- Improve the local road aesthetics when crossing the interstate
- Provide opportunities for workforce development and DBE utilization
- Create best environmental outcomes
- Design for sustained quality of life

30

**Innovation Period Update (Phase III)**

- Dozens of refinements options
  - Ideas from local municipalities
  - Public comments
- Evaluated by KYTC and ODOT
- Vetted with local municipalities
- Review public hearing comments



Image by snowing on Freepik 31

31

**Diversity and Inclusion Update (Phase III)**

- Diversity & Inclusion Outreach Committee meeting in December 2023
- Subcontracting opportunities
  - [www.walshkokosing.com/bsbc-current-opportunities](http://www.walshkokosing.com/bsbc-current-opportunities)
  - List of current bidding opportunities
  - Several opportunities currently open for bid



32

32



**Project Advisory Committee Discussion**

- Please raise your hand to speak.
- Please state your name and who you represent.
- Type a comment in the chat.

33

33



**Public Comments**

- Please raise your hand to speak.
- Please state your name.
- Type a comment in the chat.

34

34

**BRENT SPENCE BRIDGE CORRIDOR**



**THANK YOU!**

[www.PublicInput.com/bsbc](http://www.PublicInput.com/bsbc)



Department of Transportation

**TEAM KENTUCKY**

2023

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# Appendix E: Section 4(f) Documentation

## Table of Contents

- 2024-03-25 Riverfront Commons Trail Coordination ..... E-2
- 2024-03-28 Goebel Park Complex OWJ Concurrence..... E-3



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**From:** Hans, Stacey D (KYTC) <Stacey.hans@ky.gov>  
**Sent:** Monday, March 25, 2024 5:57 PM  
**To:** jumeyer@covingtonky.gov  
**Subject:** Riverfront Commons Trail

Good afternoon, Mayor Meyer,

Thank you for taking the time this afternoon to discuss the Riverfront Commons Trail related to the Brent Spence Bridge Corridor Project. I also appreciate the confirmation that the trail is owned and maintained by the City of Covington.

As discussed during the call, the Supplemental Environmental Assessment did not identify the Riverfront Commons Trail as a recreational resource, and it will be captured in the final NEPA decision document. It was not a discussion point during the public comment/hearing process, but instead, discovered during internal working conversations as the project progresses through detailed design. The project team proposes the following commitment regarding the Riverfront Commons Trail:

*The contractor will be required to coordinate construction activities with KYTC and the City of Covington and to install protective measures to provide safe passage for pedestrians and bicyclists utilizing the Riverfront Commons Trail through the project work zone prior to beginning any construction activities over the trail.*

As owner of the resource and with direct involvement in the process moving forward, I appreciate your concurrence with this approach. Thanks again for call this afternoon!

Thanks,  
Stacey



*Stacey Hans*

KYTC Project Manager  
Brent Spence Bridge Corridor Project  
District 6  
421 Buttermilk Pike  
Covington, KY 41017  
(859) 462-6010

# CITY OF COVINGTON CONTRACT SIGNING COVER SHEET

**Date**  
3/27/2024

**COMMISSION CONTRACT (COMMISSION APPROVAL REQUIRED)**

**Order #** (Commission Contracts)  
50-24

NOTE: SEE INSTRUCTIONS ON PAGE 2 BEFORE COMPLETING THIS FORM

**Division/Department**  
Administration - Office of the City Manager

**Funding Source** (list full fund names & numbers)  
N/A

**Responsible Staff Person**  
Elizabeth Wetzel

**Value/Cost**  
N/A

**Start Date** 3/27/2024

**End Date** N/A

**Payment Terms**  
N/A

**Contract Term / Renewals** N/A

**Auto Renew** (yes/no) N/A

**Staff Email Notification Prior to End Date** (list emails, check preferred # of days notice)  
N/A

**30 Days**  **60 Days**   
**90 Days**  **120 Days**

**Company/Entity** (if multiple, list all)  
Kentucky Transportation Cabinet

**Procurement Method** (Competitive bidding, RFP, QPEF, etc.)  
N/A

**Description**  
Updated De Minimis Letter of Concurrence for BSB corridor project impacts on Goebel Park.

**Notes** (Ex: milestone dates, notice period to terminate, etc.)

**Electronic Signatures - Use:**  **Decline:**   
(list full name and email of all required signatories or decline e-signature)

**Grant Funds Used - Yes:**  **No:**   
(list all grant fund types and the associated grant #, or check no)

## SIGNING ORDER

1. DEPARTMENT HEAD	DATE
X <u>David Davidson</u> <small>CDE866A9CDCDB2E3B66DF21E14D4281F contractworks</small>	03/27/2024
2. LEGAL DEPARTMENT REPRESENTATIVE	DATE
3. FINANCE DEPARTMENT REPRESENTATIVE	DATE
<u>Ken Smith</u> <small>8910DA31EF927ED1B1EFF08AB58173C1 contractworks</small>	03/27/2024
4. CITY MANAGER	DATE
<u>Joseph H. Meyer</u> <small>F6A53855FDB66E7D8C259B9D9239B77D contractworks</small>	03/28/2024
5. MAYOR	DATE

**COMMISSIONERS' ORDER NO. ORD-50-24**

AN ORDER AUTHORIZING THE MAYOR TO SIGN IN CONCURRENCE OF THE KENTUCKY TRANSPORTATION CABINET'S MARCH 14, 2024 DE MINIMIS DETERMINATION REGARDING THE BRENT SPENCE BRIDGE CORRIDOR PROJECT'S IMPACT ON GOEBEL PARK.

\* \* \* \*

WHEREAS, pursuant to federal law, the Kentucky Transportation Cabinet (KYTC) has been required to make a De Minimis Determination to minimize hardship caused to Goebel Park as a result of the Brent Spence Bridge Replacement/Rehabilitation project; and

WHEREAS, a prior agreement had been entered into in 2012 which included replacing taken land, restoration of affected trails, and funding to replace a basketball court; and

WHEREAS, upon entering into further discussions with KYTC, in 2023 the agency has further agreed to include in its determination an additional \$1.3 million in funding to replace the Goebel Park pool and \$100,000 to update the park's master plan; and

WHEREAS, a De Minimis letter of concurrence was signed by the City of Covington in February 2023, now, upon finalization of the Supplemental Environmental Assessment in January 2024, KYTC requests the City of Covington to sign an updated De Minimis letter.

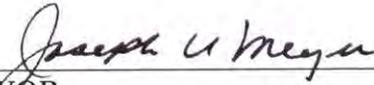
NOW THEREFORE,  
BE IT ORDERED BY THE BOARD OF COMMISSIONERS OF THE CITY OF COVINGTON, KENTON COUNTY, KENTUCKY:

Section 1

The Board of Commissioners hereby authorizes the Mayor to sign in concurrence of the Kentucky Transportation Cabinet's March 14, 2024 De Minimis Determination regarding the Brent Spence Bridge Corridor Project's impact on Goebel Park.

Section 2

This order shall take effect and be in full force when passed and recorded according to law.

  
\_\_\_\_\_  
MAYOR

ATTEST:  
  
\_\_\_\_\_  
CITY CLERK

Passed: March 26, 2024



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

March 14, 2024

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223-6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. Joe U. Meyer  
Mayor, City of Covington  
20 West Pike Street  
Covington, Kentucky 41011

Dear Mayor Meyer:

The Goebel Park Complex is eligible for protection under Section 4(f) of the Department of Transportation Act of 1966, now codified in 23 U.S.C. 138 and 49 U.S.C. 303, and the implementing regulations 23 CFR 774. This letter revises and replaces our July 12, 2012 and March 8, 2023, *de minimis* determinations for the Goebel Park Complex related to the Brent Spence Bridge Corridor Project, in Kenton County, Kentucky (KYTC Item Number: 6-17).

Thank you for your coordination with the Kentucky Transportation Cabinet (KYTC) to minimize the project's impacts to the Goebel Park Complex. We understand that the City of Covington owns and manages the Goebel Park Complex which includes, Goebel Park, Kenney Shields Park, and the S.F.C. Jason Bishop Memorial Dog Park.

Refined Alternative 1 (Concept I-W) will permanently use an estimated 2.84 acres of the current 14.67-acre Goebel Park Complex (2.34 acres from Goebel Park, 0.50 acres from Kenney Shields Park), including approximately 360 feet of walking trail within Goebel Park; and two (2) basketball courts and a parking lot within Kenney Shields Park. The project will also temporarily use an estimated 0.07 acres of easement during construction.

The impacts to the activities, features, and attributes that make the property eligible for protection and the specific mitigation measures that KYTC will commit to complete as a condition of the Federal funds for the project are:

- The use of an estimated 2.84 acres of flood-prone park property from the southwest corner of the park complex will be replaced with an estimated 2.23 acres of currently state-owned property that is at a higher elevation, not prone to flooding, and adjacent to the northwest corner of Goebel Park;

- The taking of approximately 360 feet of walking trail will be mitigated by reconstructing the walking trail within the park on location to be determined in coordination with the City of Covington during the project's final design phase; and
- The taking of the basketball court and associated resources (in Kenney Shields Park) will be mitigated by allocating approximately \$94,500.00 of project funds for the replacement and enhancement of the basketball courts or for other outdoor recreation facilities within the park to be established during the new master planning process facilitated by the City of Covington. In the event that project phasing requires the basketball courts to be impacted prior to replacement facilities being constructed, up to \$75,000 of additional project funds will be allocated to construction of a temporary facility within a portion of the Goebel Park Complex not impacted by the project.
- Development of a new Goebel Park Complex Master Plan. Approximately \$100,000 of project funds will be utilized for the development of a new Goebel Park Complex Master Plan. The City of Covington will engage community members and key stakeholders in the new master planning process, which will assess existing conditions and community priorities for the Goebel Park Complex, establish a broad vision for how the complex can meet identified goals and needs, develop a list of recommended actions, and outline an implementation plan for a minimum 10-year planning period. The final Goebel Park Complex Master Plan will document the future plans, uses, and locations of facilities in the Goebel Park Complex. The new Goebel Park Complex Master Plan process will begin within six months after NEPA approval and will be complete within one year of initiation of the planning process.
- Building of a new outdoor pool and associated facilities within Goebel Park Complex. This will be mitigated by funding approximately \$1,337,400.00 of project funds for the construction of a new pool and associated facilities or other comparable aquatic facility serving the same recreational purpose within the Goebel Park Complex to be established during a new master planning process facilitated by the City of Covington; and

Enclosed are maps depicting the following:

1. The Goebel Park Complex existing boundaries including Goebel Park, Kenney Shields Park, and the S.F.C. Jason Bishop Memorial Dog Park.
2. The Goebel Park Complex existing boundaries with the identified park property to be taken as a result of the project and the proposed replacement property.
3. Current Goebel Park Complex boundaries with existing park facilities, the identified proposed park property take, and the proposed replacement property.
4. Proposed Goebel Park Complex boundaries after the proposed 2.23 acres of replacement property conversion has been completed.

These impacts, mitigation measures, and other enhancements were described in the January 2024 Supplemental Environmental Assessment (SEA). Enclosed for your consideration are the public comments that we received from January 26 to March 8, 2024, related to the impacts, mitigation measures, and enhancements to the Goebel Park Complex described in the January 2024 Supplemental Environmental Assessment (SEA).

The FHWA intends to determine that the Brent Spence Bridge Corridor Project, including the KYTC committed mitigations, will have *a de minimis* impact on the Goebel Park Complex, as defined by 23 CFR 774.17. We request your written concurrence, below, that the project will not adversely affect the activities, features, or attributes that make the Goebel Park Complex eligible for Section 4(f) protection. If you have any questions, please contact me or John Ballantyne at [John.Ballantyne@dot.gov](mailto:John.Ballantyne@dot.gov) or (502) 223-6747.

Sincerely,



Todd Jeter

Kentucky Division Administrator  
Federal Highway Administration

*Daniel R Peake 3/14/24*

Concurrence: \_\_\_\_\_ Date \_\_\_\_\_

Daniel R. Peake  
Director, Division of Environmental Analysis  
Kentucky Transportation Cabinet

*Joseph U. Meyer*

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contractworks.

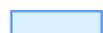
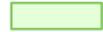
Concurrence: \_\_\_\_\_ Date **03/28/2024**

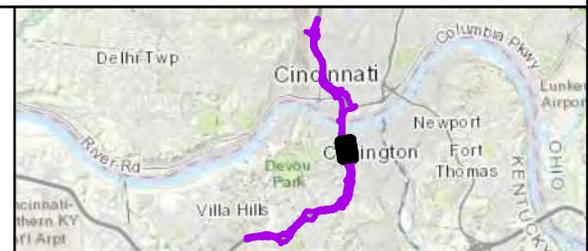
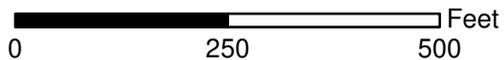
Joseph U. Meyer,  
Mayor, City of Covington, Kentucky



### Exhibit 1: Goebel Park Complex

Brent Spence Bridge Corridor  
 KYTC Item No: 6-17.00  
 ODOT PID: 116649

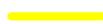
-  Goebel Park Complex
-  Walking Trail
-  Goebel Park
-  Kenney Shields Park
-  SFC Jason Bishop Memorial Dog Park
-  Radio Antenna Access (Not Park Property)

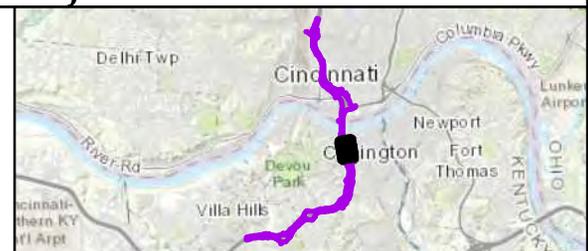


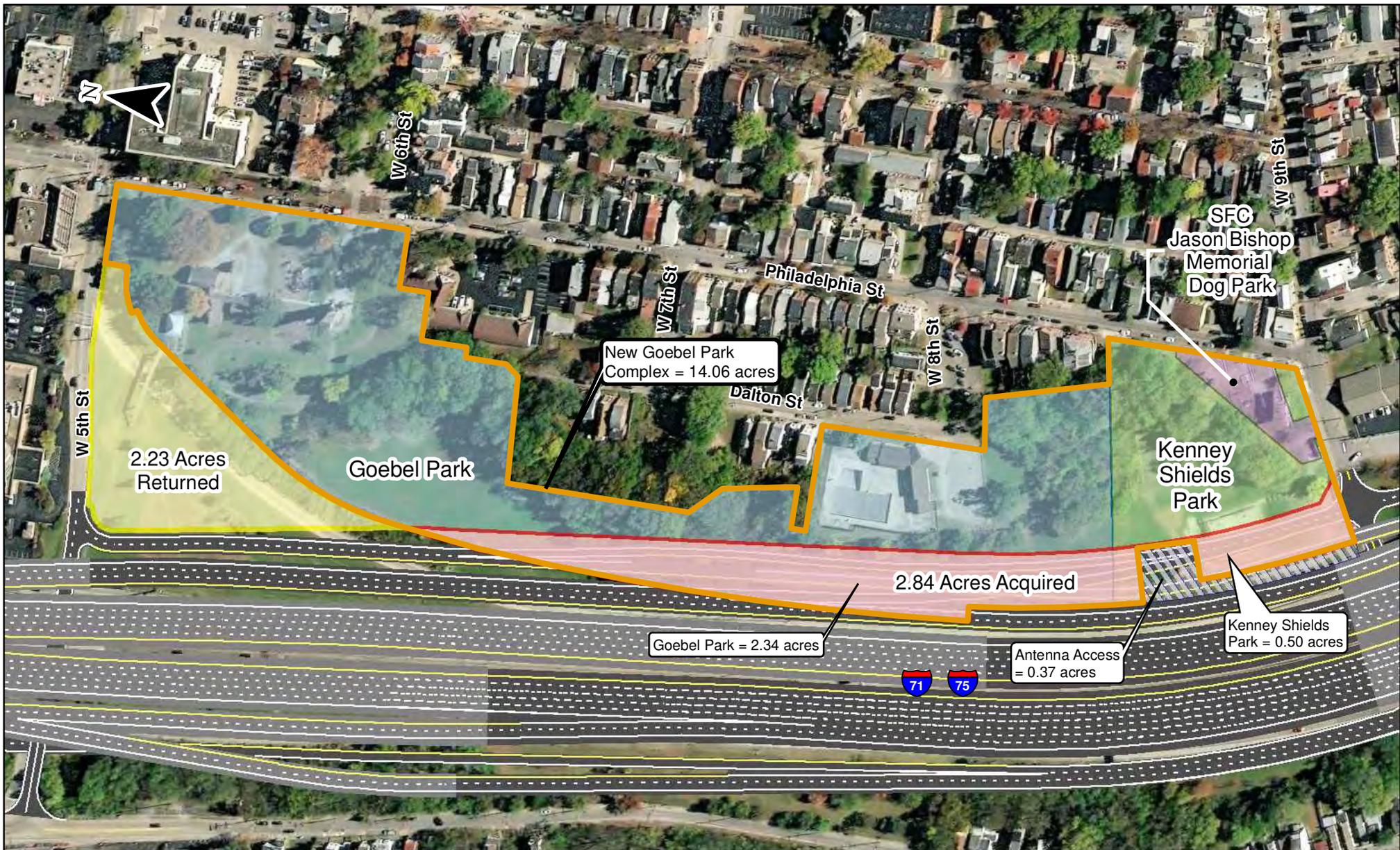


## Exhibit 2: Proposed Brent Spence Bridge Corridor Project

Brent Spence Bridge Corridor  
 KYTC Item No: 6-17.00  
 ODOT PID: 116649

-  Goebel Park Complex
-  Proposed Right of Way
-  Proposed Temporary Easement
-  Radio Antenna Access (Not Park Property)

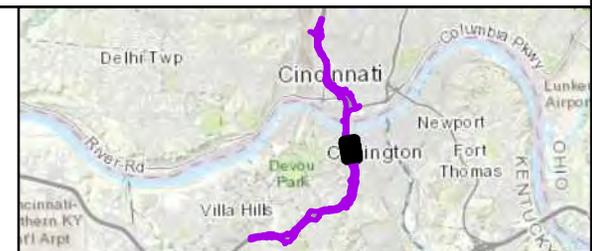
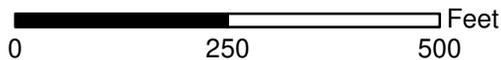




### Exhibit 3: Project Land Replacment

Brent Spence Bridge Corridor  
 KYTC Item No: 6-17.00  
 ODOT PID: 116649

- Goebel Park Complex
- Land Returned
- Acquired Park Land
- Radio Antenna Access (Not Park Property)

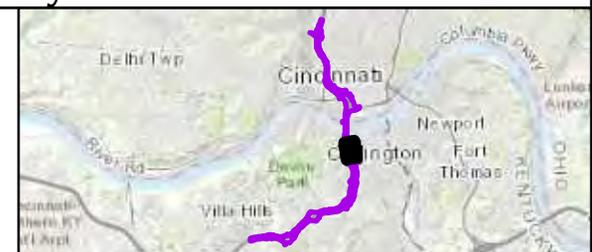
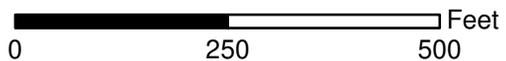




### Exhibit 4: Future Goebel Park Complex Boundary

Brent Spence Bridge Corridor  
 KYTC Item No: 6-17.00  
 ODOT PID: 116649

 Proposed Goebel Park Complex



**Public Comments Received (January 26, 2024 through March 8, 2024) on the Supplemental  
Environmental Assessment (SEA) related to the Goebel Park Complex  
March 14, 2024**

1. **Nicholas Nighswander:** Can you please say **how much of Goebel Park in Covington is expected to be taken** with the new bridge corridor right of way? Thank you.
2. **Anne Mitchell:** My name is Anne Mitchell I'm a resident of downtown Covington. **I wanted to thank the project team for minimizing the impacts on Lewisburg and on Goebel Park**, and I just wanted to express my concern during the repair period for the Brent Spence we had an enormous amount of trouble with trucks coming down through the residential neighborhoods because they didn't know exactly where to go. I think that rerouting through trucks during the construction period on 275 would be a huge help in avoiding that going forward. Thank you.
3. **Nolan Nicaise:** I'm Nolan Nicaise. I'm an urban planner and environmental scientist and resident in Covington. **I disagree that the taking of the land in Goebel Park is in fact de minimis. Covington will lose valuable parkland and yield a net loss of public space. Additionally, the loss of a public pool is detrimental to the community and childhood development. The state compensation of \$1.3 million is inadequate to replace a public pool. Anyone would know that. This is why, as an elected commissioner of the city of Covington, I was not in favor of accepting this plan as de minimis.**
4. **Kelly Ambius** Hi, my name is Kelly Ambius and I'm also a resident of Cincinnati. I support Matt Butler's what he was saying, and I have a couple of questions. I take Lynn Street and Findlay all the time, so I'm not sure what exactly is happening there because it seems far removed from the highway. So, if that could be discussed or just made clearer. And then my biggest concern, and I have to say it's making me sick, is that you are destroying this bat habitat. **I heard that you're throwing money at a bat foundation, but where are you relocating the bats and then the destruction of nature reducing the parks.** Again, this is just making me sick. Okay, that is my final comment. Thank you.
5. **Eli Plaskitt:** Hello. Hi, my name is Eli Plaskitt. I'm a CI citizen of Cincinnati. I'm calling mostly to express my confusion with this because I've seen as multiple news agencies have covered multiple scientific journals, have explored increasing lanes of traffic, does not reduce traffic congestion on highways. It tends to make traffic congestion worse. So, it seems like we're promising eight years of construction. **We're taking out basketball courts and parks and destroying community cohesion in largely black neighborhoods.** And the only thing Cincinnati and Northern Kentucky are going to get out of it are increased pollution, worse traffic, and you know, poorer air quality. This seems like an absolutely mad project with no purpose and you know, that's my only comment.
6. **Pamela Mullins:** Hello, my name is Pamela Mullins and I'm also a resident of Covington. First, I would like to say that I echo Matt Butler's comments and appreciate those. Second, I do have some questions of my own. For mussels that are impacted, the relocation of those that you referred to being upstream, asking if that would be upstream in Kentucky, Indiana, Ohio. Not sure what you mean by that. **Regarding the Goebel Park basketball courts that are being removed. The question I have about that is there's also going to be parks, as I was listening, removed in the Lewisburg area. So, my concern is what type of activity would you have during**

that time regarding the ability to play basketball for the kids and any adults that do. So, the next question I have is I want a better understanding of what is the credit for a wetland. That was rather confusing to me. I'm not up to date on what that terminology means. The fourth question that I have is regarding the Peaselburg stormwater, well, I wasn't quite sure what that meant, but it was something regarding stormwater during the construction where the state and would be giving some funding for that particular piece. And I know with the reconstruction there will be runoff potentially coming down the hill to several of the neighborhoods. But just a question regarding a better understanding of what the relationship is for the Peaselburg community. That concludes my comments.

7. **Rachel V. :** I'm disappointed that Goebel Park Complex will lose land to this project. People deserves green space within in walking distance to the city.
8. **Lynn Dziad:** I apologize. I wasn't prepared to do this today, so excuse my rambling. I first moved to the Mainstrasse area 20 years ago. We endured the cut-in-the-hill. I'm sure that there are very few of us in this room that believe now that was a benefit. At the time, Mainstrasse was asking itself, who are we and why do people want to live here? The results, and there may have been a consultant involved, turned out to be a mixture of walkability, residential and small business. It's where people want to be. It's where people want to live. It's why I bought here. It's because people don't want to be in a suburb. They don't want to be split off from downtowns that eventually die. They don't want big roads in between where they go. We go to Devou Park. People come to Mainstrasse to enjoy our history and our festivals. I've heard things today like maybe combined into further projects.

Noise equals depression, health concerns. We're here because it's a neighborhood, not because we want it to be at an underpass. We appreciate the addition of the noise barrier that you've just put up there. But we need more pools, not less, more trees, more bats, not less. The swamp that's down there now is why the bats are here. We prefer that you fix things, not cause more damage.

9. **Dylan Lurk:** (self-identified as a City of Cincinnati resident) - On the Kentucky side, there is a net loss of land in Gobel Park. This is a treasured and unique community asset. Moreover, the highway is expanding closer into the park which will contribute noise and detract from the visual aesthetics of the park. Please fully conceal visually and audibly all indications of the highway from Gobel Park. Imagine creating so incompatible with surrounding land uses that a giant wall with marginal impact at best has been created.
10. **Jacob Hot:** I'm a resident of Covington, specifically on Dalton Street adjacent to the Goebel Park area. I'm just wondering what the impact would be on Dalton Street and if this would potentially impact my property value. Other than that, I think this is a great idea. It'll be great for the community.
11. **Anonymous:** Listening to the virtual presentation, Jodi Heflin is talking about taking property, reducing park space & disrupting bats. Where are you relocating the bats? I only heard that you were throwing money at groups that support bats.
12. **Weidl, Gerhard (Garry):** POCKET PARK Proposal - please consider the valley area discussed above, bounded by Hermes Ave (on west), Watkins & Hinde Sts (on north & south) & affected

by the BSBC project, as an area for either a reforested park area with a hiking trail, picnicking, playground, soccer/ball field, etc...please consider:

- there are 3 or 4 property owners that might possibly be persuaded to sell/donate a significant portion of their property; if 4 agreed @ 1 acre available) - composed of hillsides & bottomland) most of which was taken care of & mowed before & after I-75 went through - but eventually as I75 noise continued to increased...the result became trees, bushes, etc....3 owner @ 0.9 acre , 1 @ 0.6 acre (617 Hinde St), 3 at 607,609 & 615 Watkins St @ 0.35 acre .

- perhaps Covington could leverage funding, soil, etc, et al ...that might be needed to build out a potential pocket park in Lewisburg to help replace the 0.6 acre loss at Goebel & mitigate the impact on Lewisburg residents & children over the decades & going forward.

- 1) Lewisburg & other neighborhoods on west side had ball fields: 3 at Goebel; 1 at Covington Park (with stands & roofing @ 9<sup>th</sup> & Bullock?); 1 at Watkins & Bullock; 1 at Goldenrod (Bullock below cut in the hill)
- 2) now have none!
- 3) BSBC - Goebel Park loses 0.6 acres; Lewisburg Pocket Park - @ 0.4-1.0 acre potential?
- 4) Valley bounded by Hermes Ave , Watkins & Hinde Sts. for potential pocket park.
- 5) Existing Right Of Ways ROW - apparent for an Alley from Hinde St - south to north to 627 & 629 Watkins St ; Roadway(?) - Hinde St - (east end turns & runs from south to north to 611,613 & 615 Watkins St.).

12. **David Meyer:** See Exhibit B for 71/75 suggestions in Covington. I won't write a lot here because this email is already super long. Removing a thru lane from I-75 is recommended and will reduce the truly staggering number of lanes in Covington. Separating the Cincinnati local exits from the Covington local exits will make things more intuitive – same as recommended in the previous paragraph for SB 75. Some local access lane reductions are recommended as well. **Altogether, the lane reductions will reduce the impact to adjacent properties including Goebel Park.**

13. **Sierra Club Miami Group:** 4.2 Ecological Resources 4.2.4 Threatened or Endangered Species The SEA proposed mitigation does nothing to protect wetlands or wildlife in the BSB Corridor. Action is needed to protect local habitats. **This is especially important given the known risks to threatened and endangered species in the area (Fig. 7) and the inability of no-car households to access nature preserves and parks great distances from their homes.**

4.13 Section 4(f) Properties Can impacts to parks be avoided or further mitigated?

END

Agency responses are being prepared for the final environmental document.

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# Appendix F: Section 6(f) Documentation

## Table of Contents

- 2024-02-12 NPS Coordination..... F-2





# United States Department of the Interior



## NATIONAL PARK SERVICE

Atlanta Federal Center  
1924 Building  
100 Alabama Street, SW  
Atlanta, GA 30303

IN REPLY REFER TO:

8.A.2 (IR2-LWCF)  
21-00541

February 12, 2024

Billie Johnson, ASLO  
Kentucky Department for Local Government  
100 Airport Road, Third Floor  
Frankfort, KY 40601

Dear Mrs. Johnson:

We have reviewed the State's proposal, on behalf of the City of Covington, for the conversion of 2.84 acres of the Goebel Park Complex in accordance with 36 C.F.R. § 59.3 and the Land and Water Fund (LWCF) State Assistance Program Manual, Volume 72 (Manual). Goebel Park Complex is a ±14.44-acre site that received LWCF assistance grant for development/renovation and to establish the LWCF public outdoor recreation use boundary. The complex consists of a series of recreation areas – Kenny Shields Park, Sargent First Class Jason Bishop Memorial Dog Park, and Goebel Park. LWCF assisted facilities featured within the complex included an outdoor Olympic-sized pool area, playground, picnic areas, walking trails basketball courts, greenspace and a 100-foot German-style clock tower that displays puppet shows on the hour. The conversion proposal was triggered by the Brent Spence Bridge Corridor project. The project includes reconstruction of 7.8 miles of I-71/I-75, widening to add one lane in each direction, and construction of a new companion bridge west of the existing Brent Spence Bridge over the Ohio River in Kenton County, KY and Hamilton County, OH.

The documentation that the State submitted indicates that the replacement property consists of ±2.23-acres state-owned property located adjacent to the existing park at West 5<sup>th</sup> street and the exit ramp for I-71/I-75. This site is undeveloped and vacant and unlike the proposed converted acreage is not located within flood-prone area. Recreation features removed or altered by the conversion will be replaced within the post conversion Goebel Park Complex. The site will be continue to exist as an active outdoor recreation area that will contain the same recreational features as the existing park. Several new recreational features and amenities will be developed within the remaining 11.6-acre property including walking trails and basketball courts. These features will ensure recreational opportunity remains for city residents, area youth and elderly.

The appraisal of the ±2.84-acre converted property in the amount of \$1,075,000.00, and the appraisal of the ±2.23-acre replacement property amount of \$1,440,000.00, were approved by the State's Review Appraiser and concurred by you, as the Alternate State Liaison Officer. Enclosed

Interior Region 2 • South Atlantic-Gulf

Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi  
North Carolina, Puerto Rico, South Carolina, Tennessee, U.S. Virgin Islands

is your copy of the signed Amendment to the Project Agreement approving the conversion. Within three (3) years, please provide an “as-built” site plan of the developed replacement property. If you have any question, please do not hesitate to contact Mrs. Keilah Spann, of my staff by email at Keilah\_Spann@nps.gov

Sincerely,

**MARY MORRISON** Digitally signed by MARY MORRISON  
Date: 2024.02.12 08:44:17 -05'00'

Mary Morrison  
Recreation Programs Branch Chief (Acting)  
National Park Service  
Land and Water Conservation Fund Program, Washington D.C.

Enclosures



**AMENDMENT TO PROJECT AGREEMENT  
Land and Water Conservation Fund**



State: KENTUCKY

Project Amendment No. 1

THIS AMENDMENT to Project Agreement No. 21-00541 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of Kentucky pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

In accordance with LWCF Manual Chapter 8.F. Conversion of Use. A grant amendment to convert 2.84 acres of the existing Goebel Park Complex (2.34 acres of Goebel Park and 0.50 acres of Kenney Shields Park) and to replace it with 2.23 acres of state-owned property located adjacent to the existing park at the exit ramp of I-71/I-75 and West 5<sup>th</sup> Street in Kenton County, KY. The conversion will allow reconstruction of 7.8 miles of I-71/I-75, widening to add one lane in each direction, and construction of a new companion bridge west of the existing Brent Spence Bridge over the Ohio River in Kenton County, KY and Hamilton County, OH.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness thereof the parties hereto have executed this amendment as of the date entered below.

**THE UNITED STATES OF AMERICA**

**STATE OF KENTUCKY**

By MARY MORRISON Digitally signed by MARY MORRISON  
Date: 2023.11.16 18:43:52 -0500

By \_\_\_\_\_

(Signature)

(Signature)

Chief, Recreation Program Branch (Acting)  
(Title)

Alternate State Liaison Officer  
(Title)

**National Park Service  
United States Department of the Interior**

Kentucky Department for Local Government  
(Agency)

Date \_\_\_\_\_

\_\_\_\_\_

## NOTICES

### Paperwork Reduction Act Statement

In accordance with the Paperwork Reduction Act (44 U.S.C. 3501), please note the following. This information collection is authorized by the Land and Water Conservation Fund Act of 1965 (54 U.S.C. 200301 et. seq.). Your response is required to obtain or retain a benefit. We use this information to document changes made to original grant agreement following the close-out of the grant. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid Office of Management and Budget control number. OMB has assigned control number 1024-0031 to this collection.

### Estimated Burden Statement

Public reporting burden for this form is estimated to average 1 hours per response including the time it takes to read, gather data, review instructions, and complete the form. Direct comments regarding this burden estimate, or any aspects of this form, to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Mail Stop 242, Reston, VA 20192. Please do not send your form to this address.