



# City of Cincinnati

801 Plum Street  
Cincinnati, OH 45202

## Agenda - Final-revised

### Climate, Environment & Infrastructure

*Chairperson, Meeka Owens*  
*Vice Chairperson, Mark Jeffreys*  
*Councilmember, Jeff Cramerding*  
*Vice Mayor, Jan-Michele Kearney*  
*Councilmember, Seth Walsh*

---

Monday, November 13, 2023

10:00 AM

Council Chambers, Room 300

---

#### SPECIAL MEETING

#### PRESENTATIONS

**Southwest Ohio Regional Transit Authority/Metro Update**  
**Darryl Haley, CEO & General Manager – Metro Transit System, Cincinnati, Ohio**  
**Andy Aiello, Chief of Staff – Metro Transit System, Cincinnati Ohio**

**Brent Spence Bridge**  
**Update to the Brent Spence Bridge Corridor Project**  
**Director of Department of Transportation & Engineering, John Brazina**

**Resolution for Medicare for All**  
**Ernie Ciambarella, MD- Retired Community Pediatrician**  
**James Binder, MD – Retired Pediatrician and Psychiatrist**  
**Dee Chavez, RN, BSN – Retired Registered Nurse and Pediatric Care**

#### AGENDA

- 1. [202302161](#) MOTION**, submitted by Councilmember Jeffreys, **WE MOVE** that the Administration report back within ninety days on: A plan to require audible indications for newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation, recommended by Public Rights-of-Way Accessibility Guidelines. (BALANCE ON FILE IN THE CLERK'S OFFICE) (STATEMENT ATTACHED)

**Recommendation** CLIMATE, ENVIRONMENT & INFRASTRUCTURE COMMITTEE

**Sponsors:** Jeffreys

**Attachments:** [202302161](#)
- 2. [202302256](#) MOTION**, submitted by Vice Mayor Kearney, Councilmembers Johnson and Parks , **WE MOVE** that the City of Cincinnati take the following actions to ensure equity in the disbursement of the proceeds of the sale of the Cincinnati Southern Railway so that our underserved neighborhoods benefit from the proceeds from the sale in terms of both existing infrastructure and new

economic development opportunities: 1. The City shall analyze the demographics of the beneficiaries most directly affected by each proposed project and identify those projects that can deliver the most benefit to historically underserved minority and low-income communities. (BALANCE ON FILE IN THE CLERK'S OFFICE) (STATEMENT ATTACHED)

**Recommendation** CLIMATE, ENVIRONMENT & INFRASTRUCTURE COMMITTEE

**Sponsors:** Kearney, Johnson and Parks

**Attachments:** [Motion](#)

3. [202302195](#) **RESOLUTION**, submitted by Councilmember Cramerding and Vice Mayor Kearney, from Emily Smart Woerner, City Solicitor, **EXPRESSING** the support of the Mayor and Council for the Medicare For All Act of 2023 (H.R. 3421 and S.B. 1655 of 2023) and **EXPRESSING** the support of the Mayor and Council for statewide organization Single Payer Action Network (SPAN)/Health Care for All Ohioans and the Ohio Health Care Act of 2023.

**Recommendation** PASS

**Sponsors:** Cramerding and Kearney

**Attachments:** [Transmittal](#)  
[Resolution](#)

4. [202302127](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 10/11/2023, **AUTHORIZING** the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of construction activities for State Route 264, Glenway Avenue, including the removal of a bridge over an abandoned rail line and reconstruction of the roadway in connection with the Ohio Department of Transportation's construction project in the City of Cincinnati.

**Recommendation** CLIMATE, ENVIRONMENT & INFRASTRUCTURE COMMITTEE

**Sponsors:** City Manager

**Attachments:** [Transmittal](#)  
[Ordinance](#)

5. [202302381](#) PRESENTATION, dated 11/08/2023, submitted by Councilmember Owens, from Ernie Ciambarella, MD, Retired Community Pediatrician, James Binder, MD, Retired Pediatrician, and Psychiatrist, and Dee Chavez, RN, BSN, Retired Registered Nursing and Pediatric Care; regarding Resolution for Medicare for All.

**Sponsors:** Owens

**Attachments:** [Presentation](#)

6. [202302383](#) PRESENTATION, dated 11/08/2023, submitted by Councilmember Owens, from Daryl Haley, CEO & General Manager, Metro Transit System, Cincinnati, Ohio, and Andy Aiello, Chief of Staff, Metro Transit System, Cincinnati, Ohio; regarding Southwest Ohio Regional Transit

Authority/Metro Update.

**Recommendation**

**Sponsors:** Owens

**Attachments:** [Presentation](#)

7. [202302343](#) **MOTION**, submitted by Councilmembers Owens and Jeffreys, **WE MOVE** that the Administration provide a report back to Council within sixty (60) days on an assessment of the City's failing infrastructure. (BALANCE ON FILE IN THE CLERK'S OFFICE) (STATEMENT ATTACHED).

**Recommendation** CLIMATE, ENVIRONMENT & INFRASTRUCTURE COMMITTEE

**Sponsors:** Owens and Jeffreys

**Attachments:** [Motion](#)

8. [202302446](#) PRESENTATION submitted by Sheryl M. M. Long, City Manager, dated 11/13/2023, regarding the Brent Spence Bridger Corridor Update.

**Sponsors:** City Manager

**Attachments:** [Transmittal](#)  
[Presentation](#)  
[Attachment](#)



202302161

**Mark Jeffreys**  
Councilmember

October 10, 2023

## MOTION

### *Accessible Pedestrian Audible Signals*

WE MOVE that the Administration report back within ninety days on:

- A plan to require audible indications for newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation, recommended by Public Rights-of-Way Accessibility Guidelines;
- Recommendations on distinguishing pedestrian call buttons that will produce an audible indication from pedestrian call buttons that will not produce an audible indication;
- Recommendations on the use of the high pitch sound that is currently used rather than a verbal cue that says “walk;”
- The feasibility of including tactile demarcation in crosswalks that help guide people with visual impairments across the street in the Complete Streets checklist;
- The Administrative procedures that ensure pedestrian call buttons are accessible to people with differing abilities;
- The City’s policy on the direction/angle curb ramps face at intersections.

---

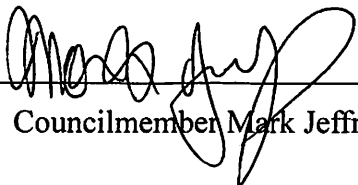
## STATEMENT

In an effort to continue making our streets and public spaces more accessible to all users, it would be helpful for the City to implement certain standards that are outlined by the Public Rights-of-Way Accessibility Guidelines (PROWAG). PROWAG were developed by the United States Access Board in 2002. They give guidance and official standards to transportation engineers and planners on all things regarding pedestrian access to sidewalks and streets. This

includes issues such as crosswalks, curb ramps, street furnishing, pedestrian signals, parking, and other components of public rights-of-way.

PROWAG is explicit about the national need for accessible pedestrian signals (APS). The guidelines state that where pedestrian signals are provided at street crossings, they shall include APS and pedestrian pushbuttons. Audible indications that tell the pedestrian when and which street they can cross will make crosswalks easier and more accessible to citizens who experience vision loss.

When discussing this with the Cincinnati Accessibility Board of Advisors (CABA), it was brought up that there are several other ways to make crosswalks and intersections more accessible including: the addition of tactical cues to guide people with visual impairments throughout the crosswalk, better placement of pedestrian call buttons, and the angle of the curb ramps that people use to enter the crosswalk.



---

Councilmember Mark Jeffrey

10/10 gr Cal



202302256

**Jan-Michele Lemon Kearney**  
Vice Mayor

October 19, 2023

## **Motion to Ensure Equity in the Disbursement of Proceeds from the Sale of the Cincinnati Southern Railway (CSR)**

WE MOVE that the City of Cincinnati take the following actions to ensure equity in the disbursement of the proceeds of the sale of the Cincinnati Southern Railway so that our underserved neighborhoods benefit from the proceeds from the sale in terms of both existing infrastructure and new economic development opportunities:

1. The City shall analyze the demographics of the beneficiaries most directly affected by each proposed project and identify those projects that can deliver the most benefit to historically underserved minority and low-income communities.
2. The City shall create a dashboard on the City's website to create transparency with the spending of the proceeds from the sale of the Cincinnati Southern Railway, and that dashboard shall track each project, including but not limited to providing information on neighborhood, demographics served, and amount invested.
3. **The City shall create two funds** to ensure that our 15 most underserved neighborhoods (the "Rising 15") benefit from the proceeds of the sale of the CSR as follows:
  - a. Demographic and socioeconomic data information for Cincinnati's neighborhoods was used to create the "Rising 15": the 15 neighborhoods most in need of economic benefits, as shown by the Attachment attached hereto. The Attachment also includes Tax Increment Financing (TIF) information to show availability or lack thereof of current neighborhood resources for economic development in the Rising 15 neighborhoods.
  - b. **FUND 1 ("Rising 15 Railroad Fund"):**
    - 1) In addition to inclusion in the infrastructure plans across all neighborhoods, the City will allocate at least 10% of the annual return on investment on the proceeds from the sale of the CSR to the Rising 15 Railroad Fund. *The population of the Rising 15 neighborhoods comprises approximately 20% of the City's population. The 10% minimum is based on the fact that some of the infrastructure projects, such as renovation of healthcare centers, directly affect residents of the Rising 15 neighborhoods although the residents do not live in those neighborhoods.*

- 2) Rising 15 Railroad Fund expenditures must be restricted to projects that meet the statutory criteria for the use of proceeds from the sale of the CSR.
- c. **FUND 2 (“Rising 15 Economic Development Fund”)** to create economic development opportunities for new infrastructure projects in our underserved neighborhoods, given that state law restricts the proceeds of the sale of the CSR to existing infrastructure:
  - 1) The Rising 15 Economic Development Fund shall be an allocation of \$25 million including at least \$3 million annually from the funds “loosened” from the City’s general capital budget due to proceeds from the sale of the Cincinnati Southern Railway supplementing funding on existing infrastructure.
  - 2) The Community Advisory Committee shall make recommendations to the City Manager on economic development projects for the Rising 15 neighborhoods after community engagement on the projects.
  - 3) When the \$25 million allocation to the Rising 15 Economic Development Fund is realized, the Community Advisory Committee shall make recommendations to the City Manager on further funding, including continuation of an annual contribution of \$3 million.
  - 4) City Council shall vote on the Community Advisory Committee’s recommendations that involve City funding or other City resources.

**4. The City Manager shall establish a Community Advisory Committee:**

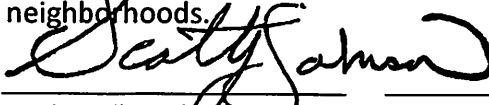
- a. The City Manager shall create, recommend and manage a transparent public application process for the Community Advisory Committee.
- b. The City Manager shall appoint seven (7) community members to a Community Advisory Committee.
- c. The appointed Community Advisory Committee’s purpose shall be as follows:
  - 1) review efforts across the country to repair the damage done by slavery and race discrimination and use that research and study to improve efforts to close the wealth gap in Cincinnati.
  - 2) make recommendations to the City Manager on economic development projects for the Rising 15 neighborhoods.
- d. The Community Advisory Committee shall meet with the City Manager at least semi-annually to give updates on economic development projects as well as progress on closing the wealth gap.
- e. City Council shall vote on the Community Advisory Committee’s recommendations that involve City funding or other City resources.




5. **Economic Inclusion:** City Council adopted an equitable development model in February 2023 as a pilot for the Convention Center. This model shall apply to projects funded through the sale of the railroad, including:
  - a. A minimum inclusion of 20% MBE and 10% WBE businesses annually in projects funded with the railway sale dollars.
  - b. Joint ventures with developers that include minority-owned or women-owned developers shall be encouraged to meet the diversity & inclusion goals.
  - c. The City administration shall create a plan for access to capital for minority-owned and women-owned businesses.
  - d. The City shall proactively work to assist minority-owned and women-owned businesses to overcome the barrier of first-time bonding.

6. **Annual Report:** The City will provide an annual report to City Council on the results of the expenditures in the Rising 15 neighborhoods.

  
 Vice Mayor Jan-Michele Lemon Kearney

  
 Councilmember Scotty Johnson

  
 President *Pro Tem* Victoria Parks

\_\_\_\_\_  
 \_\_\_\_\_

## STATEMENT

Equity is one of the City Manager's main criteria for allocating Cincinnati Southern Railway sale proceeds to neighborhood infrastructure projects across the City. This motion is to further ensure that the most underserved neighborhoods equitably benefit from the railway sale proceeds. The provision of a dashboard showing ongoing allocations of the railway sale proceeds with information such as amounts, demographics, and neighborhoods, provides transparency to the public.

In addition to equitable allocation of the railway sale proceeds, this motion includes applying the equitable development model passed by City Council in February 2023 as a pilot for the Convention Center to projects funded through the sale of the railroad.

The Attachment to this motion shows socioeconomic data on the most underserved neighborhoods in Cincinnati (the "Rising 15") for the purpose of ensuring that these neighborhoods receive substantial benefits from the proceeds of the sale of the Cincinnati Southern Railway both in terms of repair or replacement of existing infrastructure (Fund 1) and new infrastructure projects (Fund 2).

There is a great need in the Rising 15 neighborhoods for funds (Fund 2) for economic development – that is, new infrastructure projects that under state law cannot be funded by railway sale proceeds. As shown by the Attachment, several of the Rising 15 neighborhoods have zero dollars in Tax Increment Finance funds (TIF). TIF Districts, created through TIF District Ordinances, take increases in property tax revenue from new development and use the funds to finance public improvement projects in the designated districts. The increment collected in these districts can be used to make public improvements that benefit the neighborhood/district in which the increment was collected.

Fund 2 dollars are from the funds "loosed" or saved in the City's general capital budget due to the use of railway sale proceeds. While not a part of this motion, it should be noted that a plan is underway with the City and Homebase for neighborhoods lacking a community development corporation (CDC) to have the assistance of an existing CDC to create and execute new infrastructure projects which the Rising 15 Economic Development Fund (Fund 2) could help to fund.

The City Manager, through a transparent process, would appoint seven community member to a Community Advisory Committee. The Committee would ensure community engagement and manage the process by which Fund 2 dollars are allocated for economic development in underserved neighborhoods. The Community Advisory Committee also would assist with ongoing research and recommendations for closing the City's racial wealth gap.

<b>Rising 15 Neighborhoods</b>	<b>Black or African American alone or in combination with one or more other races</b>	<b>Median household income (dollars)</b>	<b>TIF balance as of 9/29/23</b>
Villages at Roll Hill	90 percent	\$11,327	\$ -
Millvale	92 percent	\$12,272	\$ -
English Woods	89 percent	\$14,309	\$ -
Lower Price Hill	52 percent	\$15,987	\$ 4,094,945.45
Queensgate	52 percent	\$15,987	\$ 11,141,506.37
Winton Hills	86 percent	\$17,949	\$ -
South Fairmount	62 percent	\$19,343	\$ 67,997.66
West End	82 percent	\$19,499	\$ 1,598,868.68
East Westwood	83 percent	\$20,929	\$ -
Avondale	85 percent	\$24,250	\$ 21,800,733.42
Roselawn	86 percent	\$24,575	\$ 354,575.67
Mt. Airy	65 percent	\$27,920	\$ 639,236.51
East Price Hill	39 percent	\$30,112	\$ 5,151,893.29
South Cumminsville	89 percent	\$31,288	\$ 81,992.17
North Fairmount	78 percent	\$33,882	\$ 35,854.28

**Source for Columns B & C: Cincinnati Office of Performance and Data Analytics (OPDA)**

**Source for Column D: Cincinnati Dept. of Finance**

(212) Budget + Finance  
J-MLR

202302145

**Date:** October 18, 2023

**To:** Councilmember Jeff Cramerding and Vice Mayor Jan-Michele Lemon Kearney  
**From:** Emily Smart Woerner, City Solicitor *EESW*  
**Subject:** **Resolution – Support of Single-Payer Healthcare**

---

Transmitted herewith is a resolution captioned as follows:

**EXPRESSING** the support of the Mayor and Council for the Medicare For All Act of 2023 (H.R. 3421 and S.B. 1655 of 2023) and **EXPRESSING** the support of the Mayor and Council for statewide organization Single Payer Action Network (SPAN)/Health Care for All Ohioans and the Ohio Health Care Act of 2023.

EESW/CNS(dmm)  
Attachment  
390845

RESOLUTION NO. \_\_\_\_\_ - 2023

**EXPRESSING** the support of the Mayor and Council for the Medicare For All Act of 2023 (H.R. 3421 and S.B. 1655 of 2023) and **EXPRESSING** the support of the Mayor and Council for statewide organization Single Payer Action Network (SPAN)/Health Care for All Ohioans and the Ohio Health Care Act of 2023.

WHEREAS, the United States spends eighteen percent of its gross domestic product (GDP) on health care, twice as much per capita compared to most other wealthy nations that provide universal health care, yet it has the lowest life expectancy and highest maternal mortality rates; and

WHEREAS, the uninsured rate in the City is 8.1 percent, and when compared to White residents, there is a 53 percent higher uninsured rate among Black residents and an 81 percent higher uninsured rate among Hispanic residents in Hamilton County; and

WHEREAS, according to the Cincinnati Health Department, the City has the fourteenth-worst disparity in life expectancy between neighborhoods in the country; and

WHEREAS, infant mortality and cardiovascular disease contribute 2,000 years of premature life lost per year to the disparities, and access to care is critical to eliminating this disparity; and

WHEREAS, the infant mortality rate in Ohio is 6.7 infant deaths per 1000 live births which ranks the tenth highest in the United States; and

WHEREAS, the never-ending rising costs of health care take funding from our state and local government budgets that could be better used to improve the quality of life of our citizens and the economic vitality of our local businesses; and

WHEREAS, almost 200,000 Ohioans will lose Medicaid coverage this year due to the federal government ending the Continuous Enrollment policy put in place during the COVID-19 pandemic; and

WHEREAS, Ohio House Bill 174, also known as the Ohio Health Care Act of 2023, would provide coverage for all Ohioans without copays, deductibles, or other out-of-pocket costs, and would reduce bureaucracy, protect the doctor-patient relationship, and assure patients a free choice of doctors; and

WHEREAS, the Medicare For All Act of 2023 would create a single-payer national health plan that would establish healthcare as a basic human right and help Americans access the excellent health care system we deserve; now, therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the Mayor and Council express their support for the Medicare For All Act of 2023 (H.R. 3421 and S.B. 1655 of 2023) and encourage our federal legislators to work toward its immediate enactment, assuring appropriate and efficient health care for all residents of the United States.

Section 2. That the Mayor and Council express their support for statewide organization Single Payer Action Network (SPAN)/Health Care for All Ohioans and encourage our state legislators to work toward immediate enactment of the Ohio Health Care Act of 2023, House Bill 174, ensuring appropriate and efficient health care for all Ohio residents.

Section 3. That copies of this resolution be spread upon the minutes of Council.

Passed: \_\_\_\_\_, 2023

\_\_\_\_\_  
Aftab Pureval, Mayor

Attest: \_\_\_\_\_  
Clerk

Submitted by Councilmember Jeff Cramerding and Vice Mayor Jan-Michele Lemon Kearney

Date: October 11, 2023

To: Mayor and Members of City Council 202302127  
From: Sheryl M. M. Long, City Manager  
Subject: ORDINANCE – ODOT GLENWAY BRIDGE REMOVAL

---

Attached is an ordinance captioned as follows:

**AUTHORIZING** the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of construction activities for State Route 264, Glenway Avenue, including the removal of a bridge over an abandoned rail line and reconstruction of the roadway in connection with the Ohio Department of Transportation’s construction project in the City of Cincinnati.

The Ohio Department of Transportation (ODOT) has identified the need to perform construction activities as part of its project for State Route 264 over an abandoned rail line (SFN 3111547), construction of an embankment wall, and replacement of State Route 264 on grade, located in the City of Cincinnati (PID No. 25349).

No City right-of-way is required for the Project other than temporary access to City parcels and there is no change in use to City streets arising from the Project. The State of Ohio has requested that all necessary right-of-way in the Project area be made available for the Project in accordance with current state and federal regulations.

The State of Ohio will provide 100% of the eligible cost of the work.

The City’s Department of Transportation & Engineering has reviewed and approved the proposed project. Any changes to the street layout or right-of-way are subject to review and approval by the City Planning Commission, but no such changes have been identified at this stage of the Project.

The State of Ohio and the City desire for the City to continue its existing maintenance responsibilities of the right-of-way in the Project area for public highway purposes, as applicable, and other duties required by applicable state and federal law, upon completion of the Project.

The Administration recommends passage of the attached ordinance.

cc: John S. Brazina, Director, Transportation and Engineering



**AUTHORIZING** the City Manager to take all necessary and proper actions to cooperate with the Director of the Ohio Department of Transportation to facilitate the performance of construction activities for State Route 264, Glenway Avenue, including the removal of a bridge over an abandoned rail line and reconstruction of the roadway in connection with the Ohio Department of Transportation’s construction project in the City of Cincinnati.

WHEREAS, the Ohio Department of Transportation (“ODOT”) has identified the need to perform construction activities as part of its project for State Route 264, Glenway Avenue, which may include the removal of a bridge on State Route 264 over an abandoned rail line (SFN 3111547), construction of an embankment wall, and replacement of State Route 264 on grade, located in the City of Cincinnati (PID No. 25349) (“Project”); and

WHEREAS, except as needed for temporary access, no transfer of City right-of-way is required for the Project, and no change in the use of City streets is expected to arise from the Project; and

WHEREAS, the State of Ohio shall provide 100 percent of the eligible cost of the Project; and

WHEREAS, ODOT has requested that all necessary rights of way in the Project area be made available for the Project in accordance with current state and federal regulations; and

WHEREAS, the City’s Department of Transportation & Engineering has reviewed and approved the proposed Project; and

WHEREAS, the extent of City streets and changes in their use are subject to review and approval by the City Planning Commission, but no changes requiring the commission’s review have been identified at this stage of the Project; and

WHEREAS, upon completion of the Project, ODOT and the City desire for the City to continue its existing maintenance responsibilities for the right of way in the Project area, as applicable, and other duties required by applicable state and federal law; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City of Cincinnati consents to and shall cooperate with the Director of the Ohio Department of Transportation (“ODOT”), on behalf of the State of Ohio, to facilitate the performance of construction activities as part of ODOT’s project, which may include removal of

a bridge on State Route 264, Glenway Avenue (SFN 3111547), construction of an embankment wall, and replacement of the roadway of State Route 264 , Glenway Avenue, on grade located in the City of Cincinnati (PID No. 25349) (“Project”).

Section 2. That the State of Ohio will assume and bear 100 percent of the cost of the improvements proposed as part of the Project.

Section 3. That the City shall bear 100 percent of the cost of those features, if any, requested by the City that ODOT and the Federal Highway Administration determine to be unnecessary for the Project; as of the date of this ordinance, no such features have been identified.

Section 4. That the City agrees to make available to ODOT all City rights-of-way required for the Project, including utility relocation, in accordance with current state and federal regulations and subject to any additional City approvals required for the encumbrance or acquisition of City property or change in use of City streets. The City acknowledges that all utility accommodation, relocation, and reimbursement in connection with the Project will comply with the current provisions of 23 C.F.R. 645 and the ODOT Utilities Manual.

Section 5. That, from time to time, change orders and extra-work contracts may be required to fulfill the Project, and ODOT shall provide written notice to the City, which shall process such as needed and contribute the City’s share of the costs of those items; as of the date of this ordinance, no such costs have been identified.

Section 6. That, to the extent applicable and unless otherwise agreed, the City upon completion of the Project shall: (1) provide adequate maintenance for the Project in accordance with all applicable state and federal law, including, but not limited to, 23 U.S.C. Section 116; (2) provide ample financial provisions, as necessary, for any City maintenance responsibilities in connection with the Project; (3) to the extent required by state and federal law, maintain the right

of way and keep it free of obstructions; and (4) hold said right of way inviolate for public highway purposes.

Section 7. That the City Manager is hereby authorized to enter into any agreements and process any change orders or extra-work orders connected thereto with the Director of ODOT, or ODOT-prequalified consultants, as necessary to complete the Project in accordance with the terms of this ordinance.

Section 8. That the City Manager is further authorized to execute any documents, upon the request of ODOT, necessary to allow ODOT to recover damages or exercise its rights and remedies under any contracts arising from any errors or omissions of any contractors or consultants.

Section 9. That the City Manager and the appropriate City officials are hereby authorized to take all necessary and proper actions to cooperate with the Director of ODOT to facilitate the Project.

Section 10. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: \_\_\_\_\_, 2023

\_\_\_\_\_  
Aftab Pureval, Mayor

Attest: \_\_\_\_\_  
Clerk

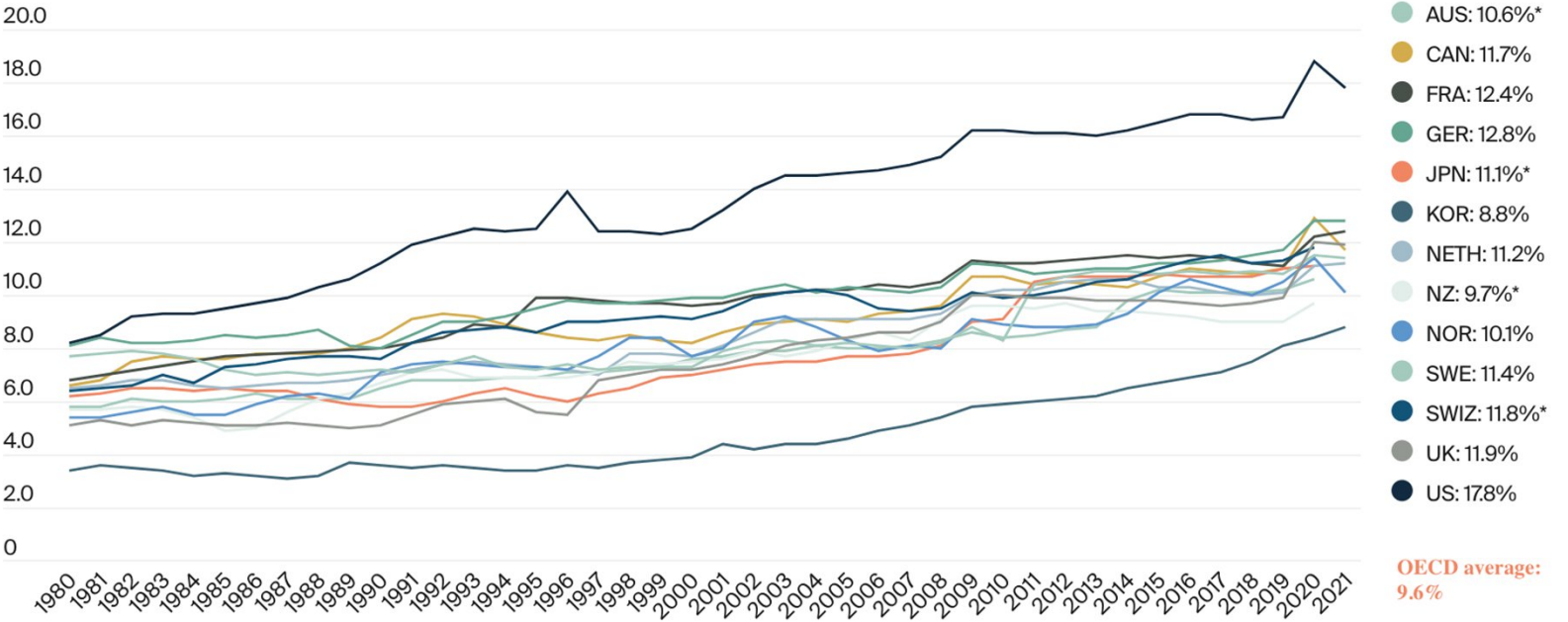


## MEDICARE FOR ALL RESOLUTIONS

- [Anne Arundel County, MD](#) (October 2023) [Press Release](#) [Press](#)
- [Amherst, MA](#) (October 2023)
- [Mamoranec, NY](#) (June 2023)
- [Frederick, MD](#) (June 2023) [Press](#)
- [Larimer County, CO](#) (May 2023) [Press Release](#) [Press](#)
- [Austin, TX](#) (May 2023) [Activist Op-Ed](#) [Press Release](#)
- [East Cleveland](#) (April 2023)
- [Longmont, CO](#) (April 2023) [Press Release](#)
- [Neptune Township, NJ](#) (March 2023) [Press](#)
- [Newark, NJ](#) (March 2023) [Press Release](#) [Op-Ed by Mayor Baraka](#)
- [Cleveland, OH](#) (February 2023)
- [Boulder County, CO](#) (February 2023) [Press](#)
- [Santa Rosa, CA](#) (December 2022)
- [Brooklyn Park, MN](#) (December 2022) [Press](#) [Video](#) [Interview](#) [LTE](#)
- [Denver, CO](#) (October 2022) [Press Release](#)
- [Gainesville, FL](#) (October 2022)
- [Kent, OH](#) (October 2022)
- [Greensboro, NC](#) (September 2022) [Press Release](#)
- [Ojai, CA](#) (September 2022)
- [Atlanta, GA](#) (September 2022)

# The U.S. is a world outlier when it comes to health care spending.

Percent of GDP spent on health, 1980–2021\*



Download data

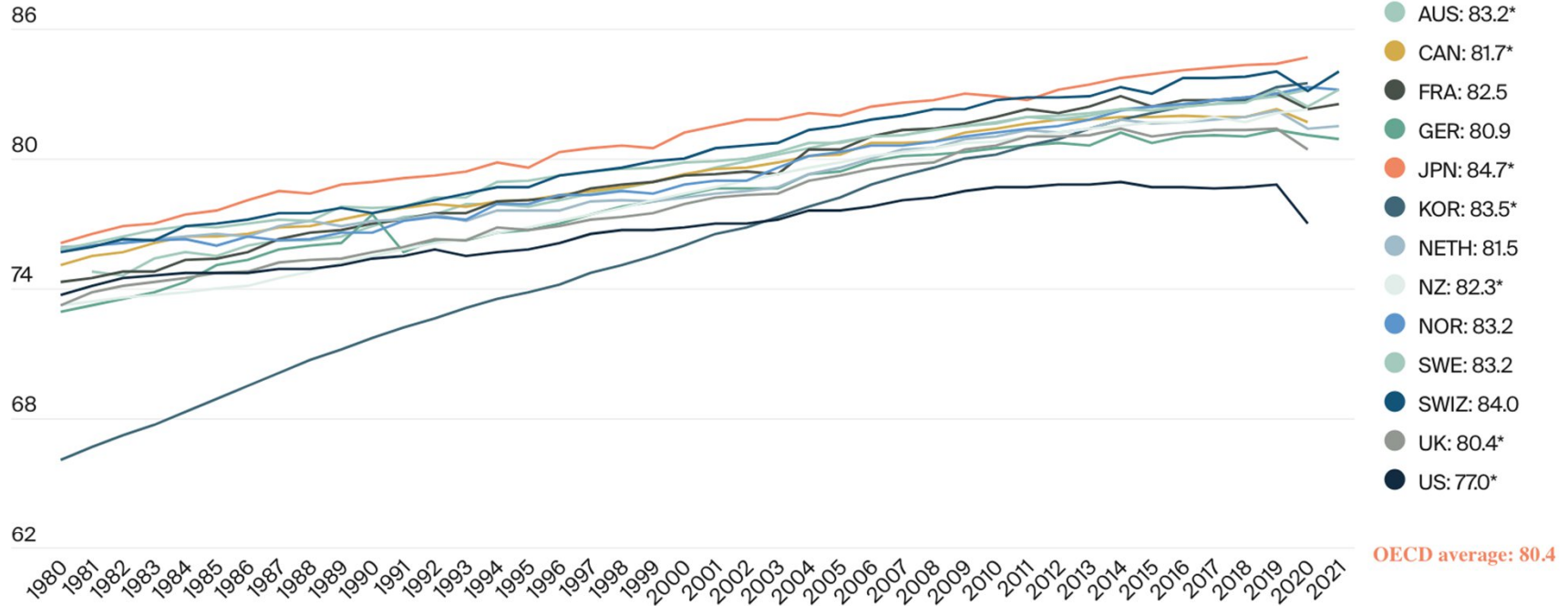
Notes: \* 2020 data. Current expenditures on health for all functions by all providers for all financing schemes. Data points reflect share of gross domestic product. Based on System of Health Accounts methodology, with some differences between country methodologies. GDP = gross domestic product. OECD average reflects the average of 38 OECD member countries, including ones not shown here.

Data: OECD Health Statistics 2022.

Source: Munira Z. Gunja, Evan D. Gumas, and Reginald D. Williams II, *U.S. Health Care from a Global Perspective, 2022: Accelerating Spending, Worsening Outcomes* (Commonwealth Fund, Jan. 2023). <https://doi.org/10.26099/8cyj-yc74>

# U.S. life expectancy at birth is three years lower than the OECD average.

Years expected to live, 1980–2021\*



Download data

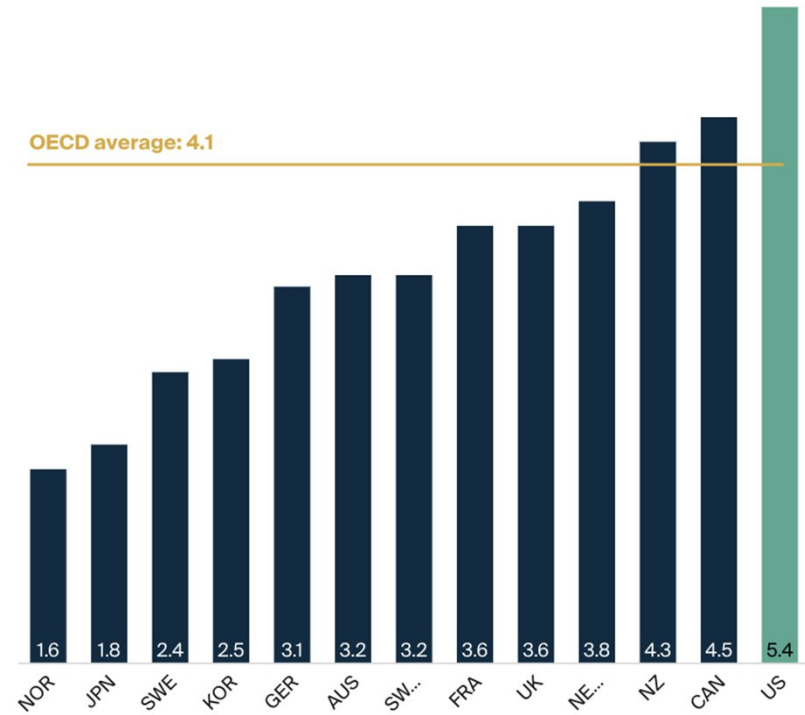
Note: \* 2020 data. Total population at birth. OECD average reflects the average of 38 OECD member countries, including ones not shown here. Because of methodological differences, JPN and UK data points are estimates.

Data: OECD Health Statistics 2022.

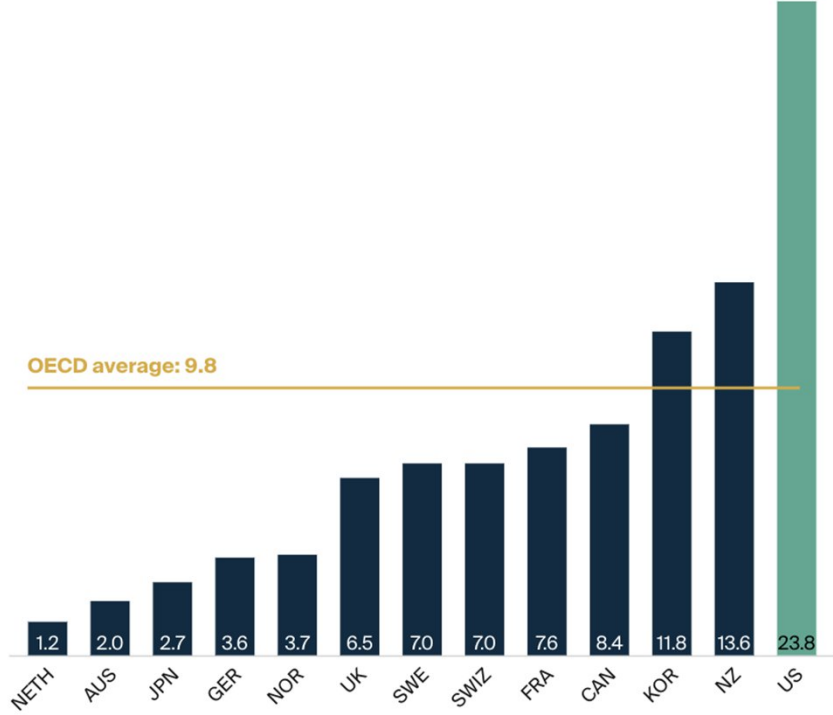
Source: Munira Z. Gunja, Evan D. Gumas, and Reginald D. Williams II, *U.S. Health Care from a Global Perspective, 2022: Accelerating Spending, Worsening Outcomes* (Commonwealth Fund, Jan. 2023). <https://doi.org/10.26099/8ejy-yc74>

# The U.S. has the highest rate of infant and maternal deaths.

Infant mortality, deaths per 1,000 live births



Maternal mortality, deaths per 100,000 live births



Notes: Infant mortality rates reflect no minimum threshold or gestation period or birthweight. Infant mortality 2021 data for FRA and SWIZ; 2020 data for AUS, CAN, GER, JPN, KOR, NETH, NOR, SWE, UK, and US; 2018 data for NZ. Maternal mortality 2020 data for AUS, CAN, GER, JPN, KOR, NETH, NOR, SWE, and US; 2019 data for SWIZ; 2018 data for NZ, 2017 data for UK; 2015 data for FRA. OECD average reflects the average of 38 OECD member countries.

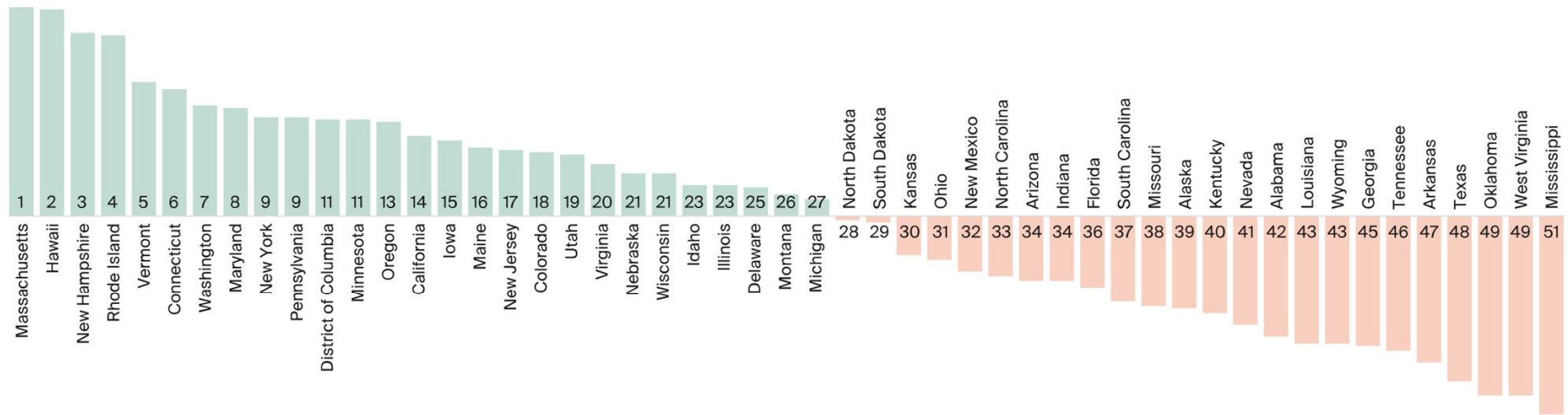
Data: OECD Health Statistics 2022.

Source: Munira Z. Gunja, Evan D. Gumas, and Reginald D. Williams II, *U.S. Health Care from a Global Perspective, 2022: Accelerating Spending, Worsening Outcomes* (Commonwealth Fund, Jan. 2023). <https://doi.org/10.26099/8ejy-yc74>



# Massachusetts, Hawaii, and New Hampshire top the overall rankings on health system performance for 2023.

Overall Rankings for 2023 Scorecard on State Health System Performance



Notes: States arranged in rank order. Bar height corresponds to overall performance score. Green bars indicate better than average performance; orange bars indicate lower than average performance.

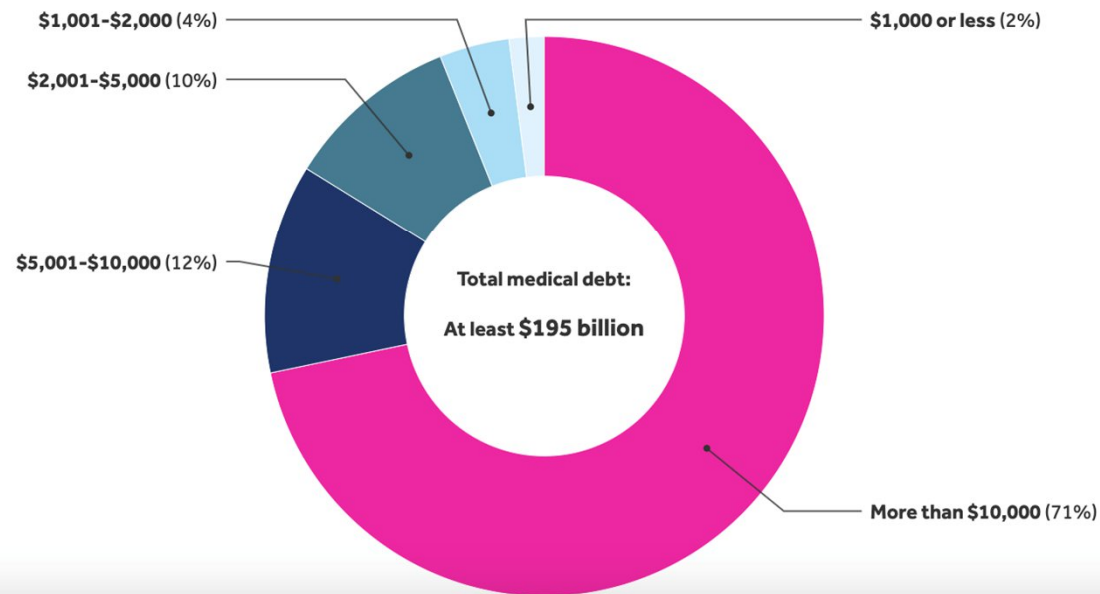
Source: David C. Radley et al., *The Commonwealth Fund 2023 Scorecard on State Health System Performance: Americans' Health Declines and Access to Reproductive Care Shrinks, But States Have Options* (Commonwealth Fund, June 2023). <https://doi.org/10.26099/fcas-cd24>

---

## People in the U.S. owe at least \$195 billion in medical debt and the bulk of that debt is owed by people with over \$10,000 in debt

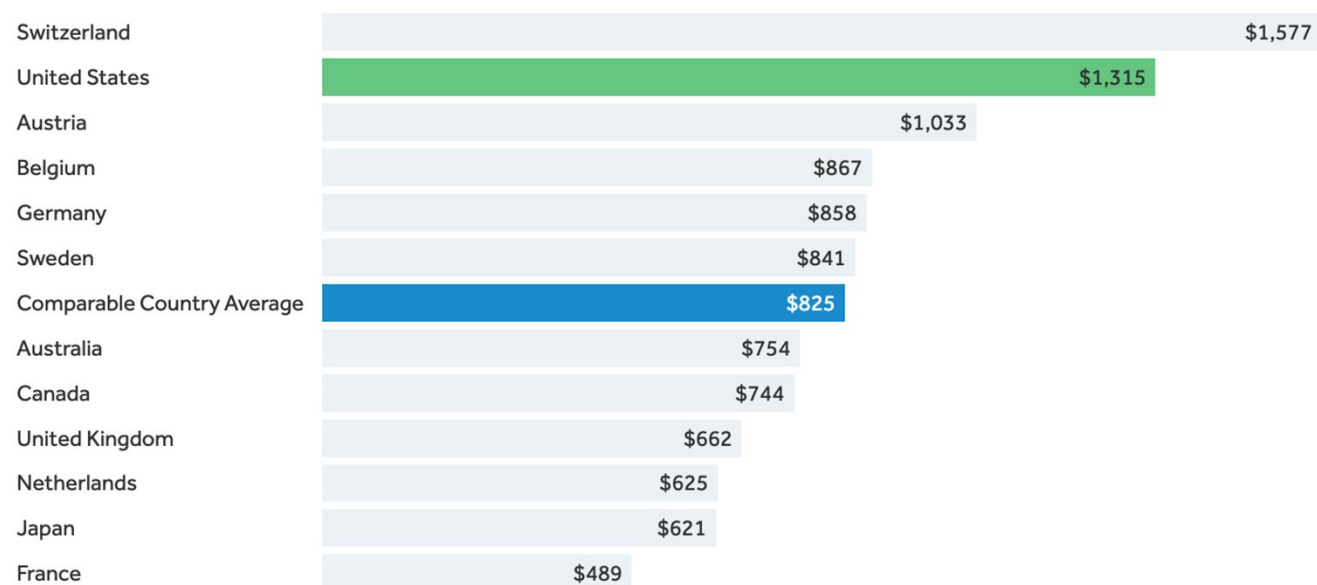
---

Share of aggregate total medical debt in the U.S., by the amount of debt individuals owe, 2019



## Country Comparison:

### Average out-of-pocket health spending per capita, US dollars, 2021 or nearest year

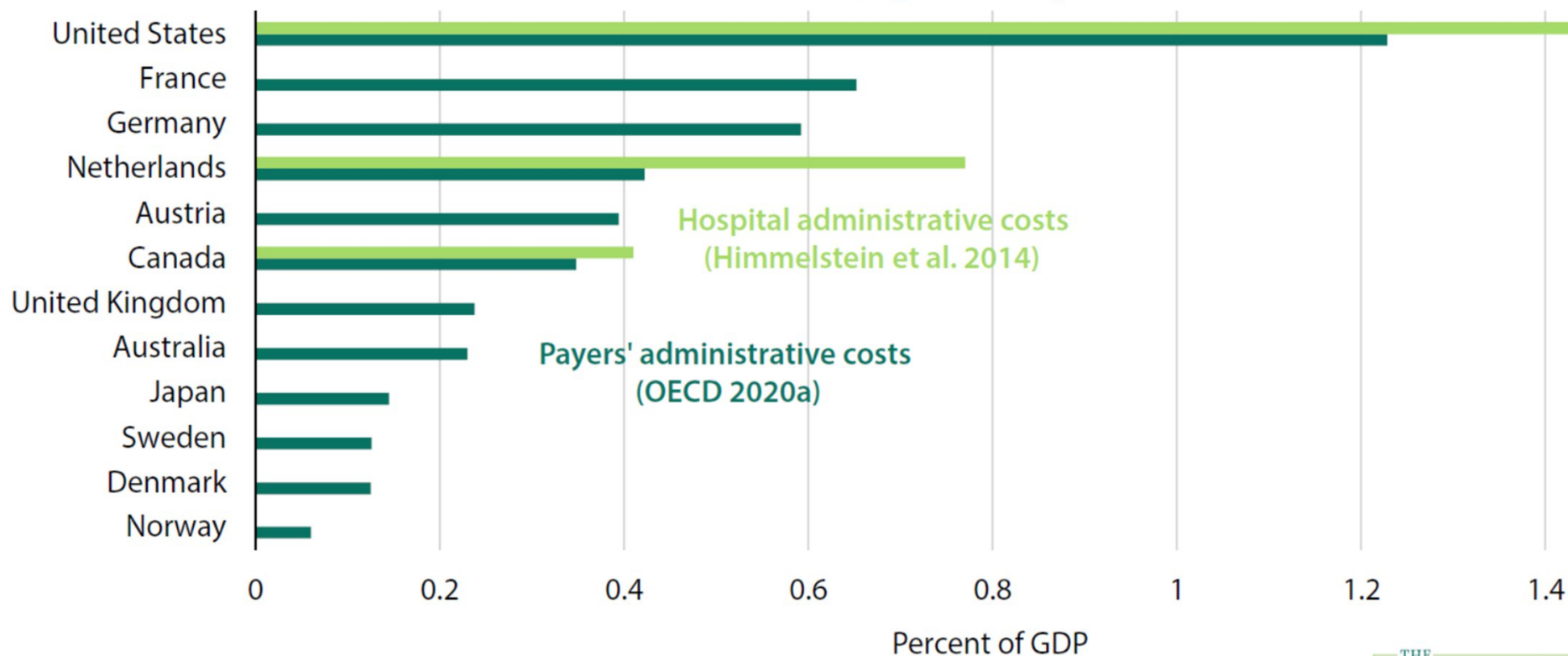


Note: The US value was obtained from NHE data, which includes people who are privately insured, Medicare and Medicaid beneficiaries, or uninsured. Spending values are shown in purchasing power parity equivalents. Belgium, France, Japan and Switzerland data is from 2020. Australia data is from 2019. Data from Austria, Canada, Germany, Japan, the Netherlands, Sweden and the United Kingdom are provisional.

Source: [KFF analysis of National Health Expenditures and OECD data](#) • [Get the data](#) • [PNG](#)

Peterson-KFF  
**Health System Tracker**

## Selected Administrative Costs as a Share of GDP, by Country



Source: Himmelstein et al. 2014; OECD 2020a.

Note: Data for the United Kingdom are for 2013. All other data are for 2010. See Himmelstein et al. 2014 and OECD 2020a for details.

118TH CONGRESS  
1ST SESSION

# H. R. 3421

To establish an improved Medicare for All national health insurance program.

---

## IN THE HOUSE OF REPRESENTATIVES

MAY 17, 2023

Ms. JAYAPAL (for herself, Mrs. DINGELL, Ms. ADAMS, Ms. BALINT, Ms. BARRAGÁN, Mr. BEYER, Mr. BLUMENAUER, Ms. BONAMICI, Mr. BOWMAN, Mr. BOYLE of Pennsylvania, Ms. BROWN, Ms. BUSH, Mr. CARBAJAL, Mr. CÁRDENAS, Mr. CARSON, Mr. CARTER of Louisiana, Mr. CARTWRIGHT, Mr. CASAR, Mrs. CHERFILUS-MCCORMICK, Ms. CHU, Mr. CICILLINE, Ms. CLARKE of New York, Mr. CLEAVER, Mr. COHEN, Ms. CROCKETT, Mr. DAVIS of Illinois, Ms. DEGETTE, Mr. DELUZIO, Mr. DESAULNIER, Mr. DOGGETT, Ms. ESCOBAR, Mr. ESPAILLAT, Mrs. FOUSHEE, Ms. LOIS FRANKEL of Florida, Mr. FROST, Mr. GARAMENDI, Mr. ROBERT GARCIA of California, Mr. GARCÍA of Illinois, Mr. GOLDMAN of New York, Mr. GOMEZ, Mr. GREEN of Texas, Mr. GRIJALVA, Mr. HARDER of California, Mrs. HAYES, Mr. HIGGINS of New York, Ms. HOYLE of Oregon, Mr. HUFFMAN, Mr. IVEY, Mr. JACKSON of Illinois, Ms. JACKSON LEE, Ms. JACOBS, Mr. JOHNSON of Georgia, Ms. KAMLAGER-DOVE, Mr. KEATING, Ms. KELLY of Illinois, Mr. KHANNA, Ms. LEE of California, Ms. LEE of Pennsylvania, Ms. LEGER FERNANDEZ, Mr. LEVIN, Mr. LIEU, Ms. MCCOLLUM, Mr. MCGARVEY, Mr. MCGOVERN, Mr. MEEKS, Ms. MENG, Mr. MFUME, Mr. MULLIN, Mr. NADLER, Mrs. NAPOLITANO, Mr. NEGUSE, Ms. NORTON, Ms. OCASIO-CORTEZ, Ms. OMAR, Mr. PALLONE, Mr. PANETTA, Mr. PAYNE, Ms. PINGREE, Mr. POCAN, Ms. PORTER, Ms. PRESSLEY, Mr. QUIGLEY, Mrs. RA-

118TH CONGRESS  
1ST SESSION

# S. 1655

To establish a Medicare-for-all national health insurance program.

---

## IN THE SENATE OF THE UNITED STATES

MAY 17, 2023

Mr. SANDERS (for himself, Ms. BALDWIN, Mr. BLUMENTHAL, Mr. BOOKER, Mrs. GILLIBRAND, Mr. HEINRICH, Ms. HIRONO, Mr. LUJÁN, Mr. MARKEY, Mr. MERKLEY, Mr. PADILLA, Mr. SCHATZ, Ms. WARREN, Mr. WELCH, and Mr. WHITEHOUSE) introduced the following bill; which was read twice and referred to the Committee on Finance

---

## A BILL

To establish a Medicare-for-all national health insurance program.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

# The Costs of a National Single-Payer Healthcare System

---

Charles Blahous

MERCATUS WORKING PAPER

*All studies in the Mercatus Working Paper series have followed a rigorous process of academic evaluation, including (except where otherwise noted) at least one double-blind peer review. Working Papers present an author's provisional findings, which, upon further consideration and revision, are likely to be republished in an academic journal. The opinions expressed in Mercatus Working Papers are the authors' and do not represent official positions of the Mercatus Center or George Mason University.*



The Bridge | Paper Commentary | Aug 9, 2018

## Medicare for All: \$32 Trillion in New Costs or \$2 Trillion in Savings?

By Chad Reese, Managing Editor

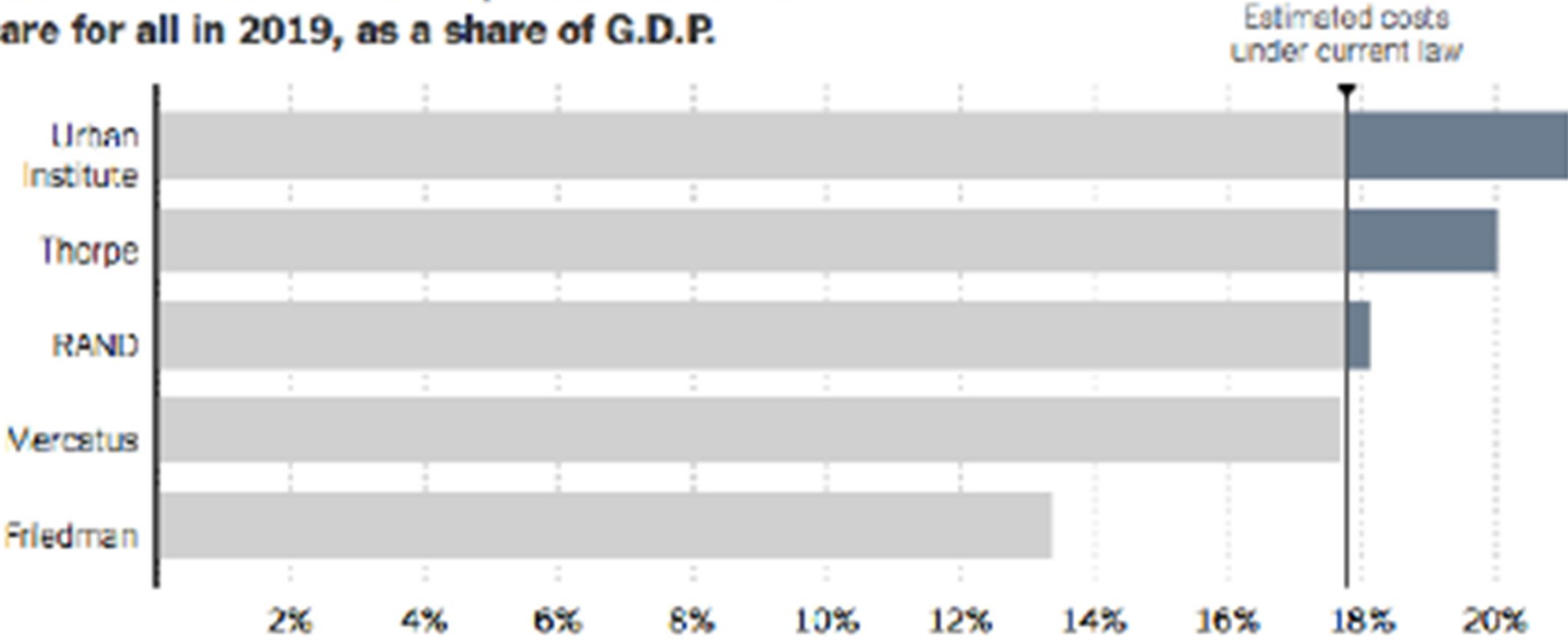
SHARE:



Last week, a new [Mercatus study](#) on the costs of “Medicare for All” (M4A) reignited the debate over the future of healthcare in the United States.

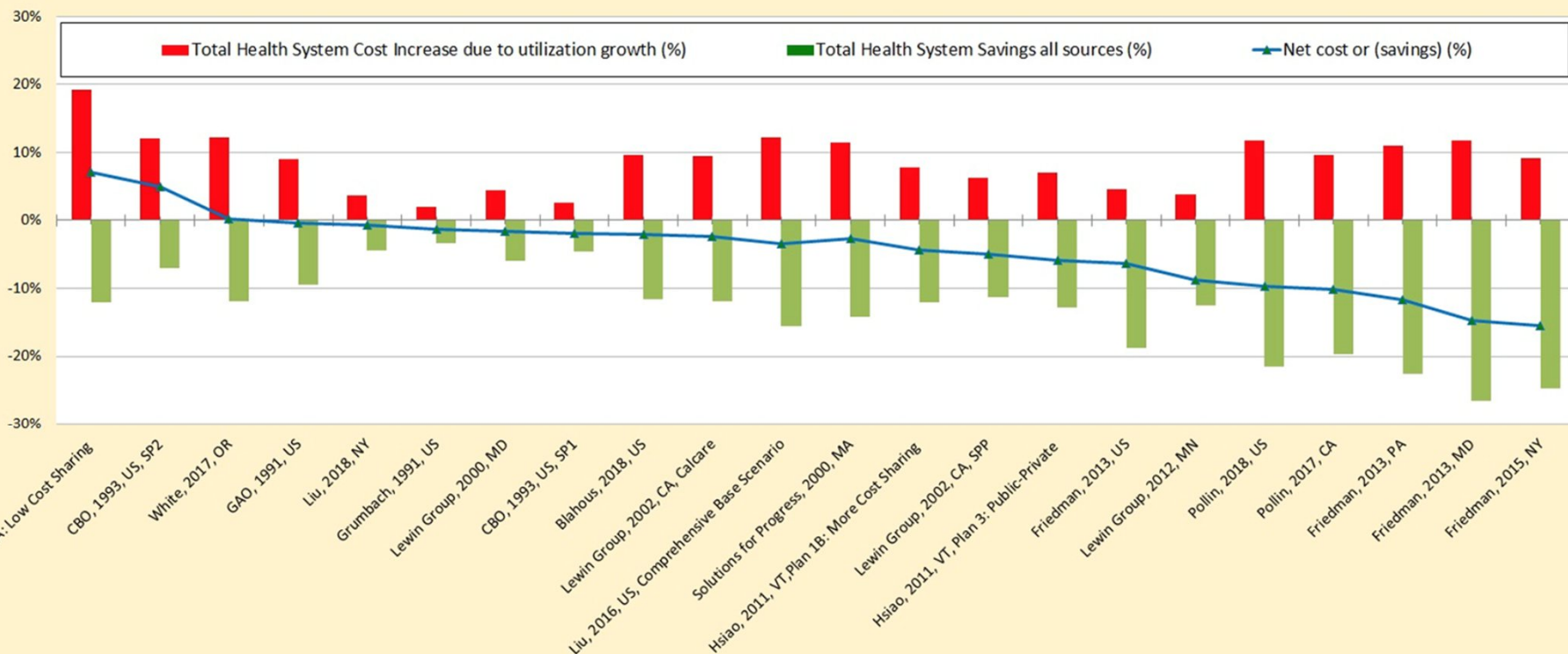
Authored by Charles Blahous, Mercatus Center senior research strategist and former public trustee for Social Security and Medicare, the study found that adopting M4A as proposed by Senator Bernie Sanders (I-VT) would cost the federal government more than \$32 trillion over the course of ten years. Dr. Blahous also noted that the price tag was so steep that even doubling all federal individual and corporate income taxes

**Estimates of U.S. health care expenditures under Medicare for all in 2019, as a share of G.D.P.**





**Single Payer Estimated Utilization, Savings, & Net, U.S. Settings,  
First Year of Implementation, by %Net Total Health System Cost/Savings**





Volume 395, Issue 10223, 15–21 February 2020, Pages 524–533

---

Health Policy

## Improving the prognosis of health care in the USA

[Prof Alison P Galvani PhD<sup>a</sup>](#)  , [Alyssa S Parpia MPH<sup>a</sup>](#), [Eric M Foster<sup>a</sup>](#),  
[Burton H Singer PhD<sup>b</sup>](#), [Meagan C Fitzpatrick PhD<sup>c</sup>](#)

[Show more](#) 

[+](#) [Add to Mendeley](#) [Share](#) [Cite](#)

---

[https://doi.org/10.1016/S0140-6736\(19\)33019-3](https://doi.org/10.1016/S0140-6736(19)33019-3) 

[Get rights and content](#) 

---

### Summary

Although [health care](#) expenditure per capita is higher in the USA than in any other country, more than 37 million Americans do not have health insurance, and 41

## Summary

Although health care expenditure per capita is higher in the USA than in any other country, more than 37 million Americans do not have health insurance, and 41 million more have inadequate access to care. Efforts are ongoing to repeal the Affordable Care Act which would exacerbate health-care inequities. By contrast, a universal system, such as that proposed in the Medicare for All Act, has the potential to transform the availability and efficiency of American health-care services. Taking into account both the costs of coverage expansion and the savings that would be achieved through the Medicare for All Act, we calculate that a single-payer, universal health-care system is likely to lead to a 13% savings in national health-care expenditure, equivalent to more than US\$450 billion annually (based on the value of the US\$ in 2017). The entire system could be funded with less financial outlay than is incurred by employers and households paying for health-care premiums combined with existing government allocations. This shift to single-payer health care would provide the greatest relief to lower-income households. Furthermore, we estimate that ensuring health-care access for all Americans would save more than 68 000 lives and 1.73 million life-years every year compared with the status quo.

---

# Economic Analysis of Medicare for All

---

BY ROBERT POLLIN, JAMES HEINTZ, PETER ARNO,  
JEANNETTE WICKS-LIM, AND MICHAEL ASH

NOVEMBER 2018



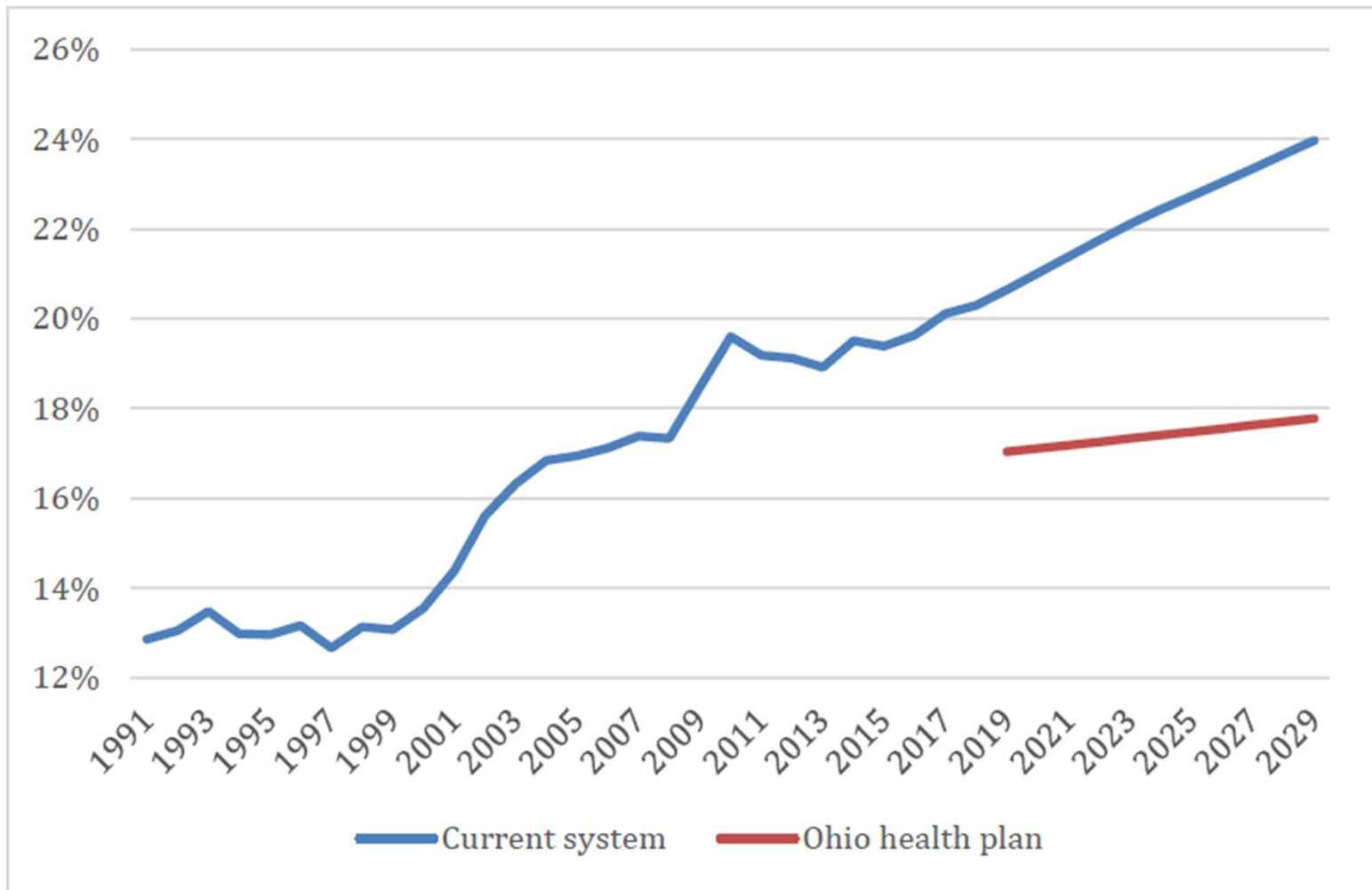


Figure 19. Health care as share of state GDP: Current system and proposed single payer

Today

**MEDICARE FOR ALL PROPOSAL**  
REP. DONNA SHALALA  
@RepShalala

Ms. SHALALA

C-SPAN  
40Years

**Instructions**

**Start Time**  
04:01:33  
Set start at video time

**End Time**  
04:14:38  
Set end at video time

**Duration**  
13:05  
Preview Clip  
Preview End

Next Cancel

**C-SPAN**  
CREATED BY CABLE IN 1979

4:03:46 / 5:01:21

<https://www.c-span.org/video/?460207-1/medicare-all-house-hearing>

## Our Churchill Moment Is Here



Winston Churchill

“You can always  
count on Americans  
to do the right thing –  
after they've tried  
everything else.”

All single payer savings:

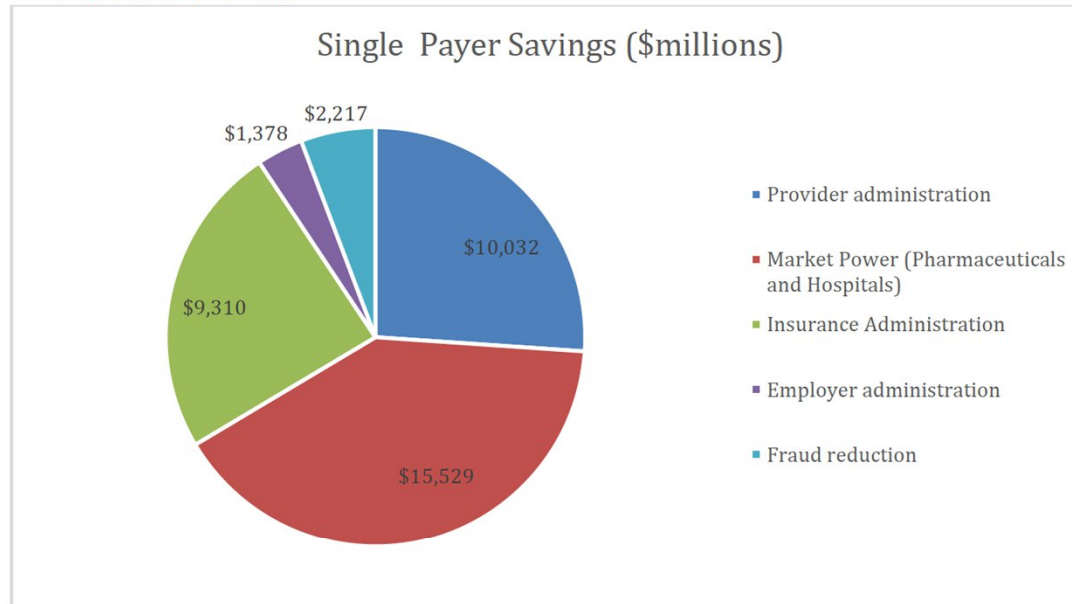


Figure 13. Projected single payer savings, Ohio, 2019 \$millions.

Altogether, projected gross savings on current health care activities come to over \$38 billion for 2019, which is nearly 28% of projected health care spending in that year. Savings are itemized in Table 2 and in Figure 13, below.

Table 2. Projected savings (in \$millions) from single payer in Ohio

<b>Provider administration</b>	\$	10,032
<b>Market Power (Pharmaceuticals and Hospitals)</b>	\$	15,529
<b>Insurance Administration</b>	\$	9,310
<b>Employer administration</b>	\$	1,378
<b>Fraud reduction</b>	\$	2,217
<b>Total savings</b>	\$	38,467



Table 5. Funding options, Ohio single payer program, 2019, in \$millions<sup>100</sup>

	Less Progressive Program	More Progressive Program
<b>11% charge on salaries and wages with \$15,000 exemption, sliding scale at 33% and small business deduction</b>	\$ 23,587,562	
<b>11% business or professional net income with \$15,000 exemption, sliding scale at 33%</b>	\$ 969,621	
<b>11% capital income (for AGI&gt;\$50,000)</b>	\$ 3,114,944	
<b>10% charge on salaries and wages with income sliding scale at 33% and small employer deduction</b>		\$ 21,443,238
<b>10% business or professional net income with sliding scale</b>		\$ 881,474
<b>10% capital income (for AGI&gt;\$50,000)</b>		\$ 2,831,767
<b>Income tax at 3% above \$15,000 with sliding scale</b>		\$ 10,156,563
<b>Double Gross Receipts Tax (CAT)</b>	\$ 2,091,041	
<b>High income surtax of 5%</b>		\$ 3,961,550
<b>Excise taxes on alcohol, marijuana, tobacco</b>	\$ 2,843,698	
<b>Premiums at Medicare rate with low income and children deduction</b>	\$ 7,494,399	
<b>Capture insurance health costs</b>	\$ 2,876,366	\$ 2,876,366
<b>Total revenue:</b>	\$ 42,977,630	\$ 42,150,958
<b>Needed revenue:</b>	\$ 39,614,381	\$ 39,614,381
<b>Surplus (deficit)</b>	\$ 3,363,249	\$ 2,536,577

The above proposed funding sources described more fully:

## Economic Analysis of Single Payer Health Care in Ohio: Context, Savings, Costs, Financing

Gerald Friedman  
Professor of Economics  
University of Massachusetts at Amherst  
Amherst, MA. 01003  
August 19, 2018

[gfriedma@econs.umass.edu](mailto:gfriedma@econs.umass.edu)

@gfriedma

## Contents

Economic Analysis of Single Payer Health Care in Ohio: Context, Savings, Costs, Financing	1
Figures	4
Tables	5
Introduction	6
Context: health care spending and quality in the United States with markets	6
Rising health care inflation	6
Declining efficiency in health care delivery	9
The market-turn in American health-care and the declining performance of American healthcare	13
Why markets don't work	16
Making the poor pay and die	17
The market turn and rising health care costs	20
Fixing health care with single-payer finance	21
Eliminating the waste associated with the administration of private health insurance	21
Waste in billing and insurance-related expenses in provider offices	23
Waste associated with monopoly power: drugs, devices, hospitals	24
Waste from fraud	29
All single payer savings:	30
Expanded and improved coverage under Ohio single payer	30
Universal coverage	31
Increased utilization	32
Medicaid and Medicare rate equity	34
Unemployment and job training for displaced billing and insurance workers	34
Medicare Part B premiums	35



# Southwest Ohio Regional Transit Authority Update

November 2023



# Reinventing Metro Service Improvements



- 24-hr service on 7 routes
- 7 new crosstown routes
- Simplified fare structure to \$2 across County
- New *MetroNow!* on-demand service
- New Northside Transit Center
- New & improved weekend service
- Increased frequency for faster service
- Increased span across most routes
- Free Wi-Fi & charging ports on buses
- EV charging stations at transit centers
- Regional Paratransit Collaborative



# Bus Stop Improvements



- Added 68 benches & 26 shelters since 2022
- 205 shelters & 400 benches total
- Improved customer amenities (wayfinding, real-time signs, etc.)
- Bus Stop signage, infrastructure and maintenance project underway



# MetroNow! On-Demand Service



## First Two Pilot Zones Launched

- Springdale/Sharonville zone launched in May
- Colerain/Northgate zone launched in July



On-demand service scheduled by phone (551-5555) or *MetroNow!* app for travel within a community for first-and last-mile connections to main routes & destinations within a neighborhood using shuttle-style vehicles





# Reinventing Metro Service Improvements IMPACT





# Job Access Improvements

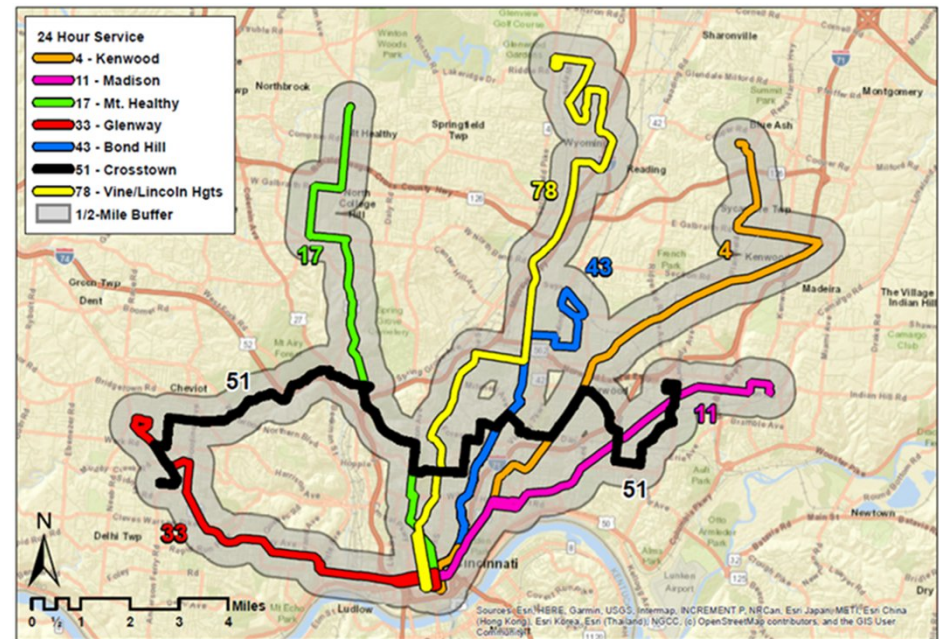


220,235

- Hamilton Co. jobs with 24-hour service

10,000+

- Employers with 24-hour service

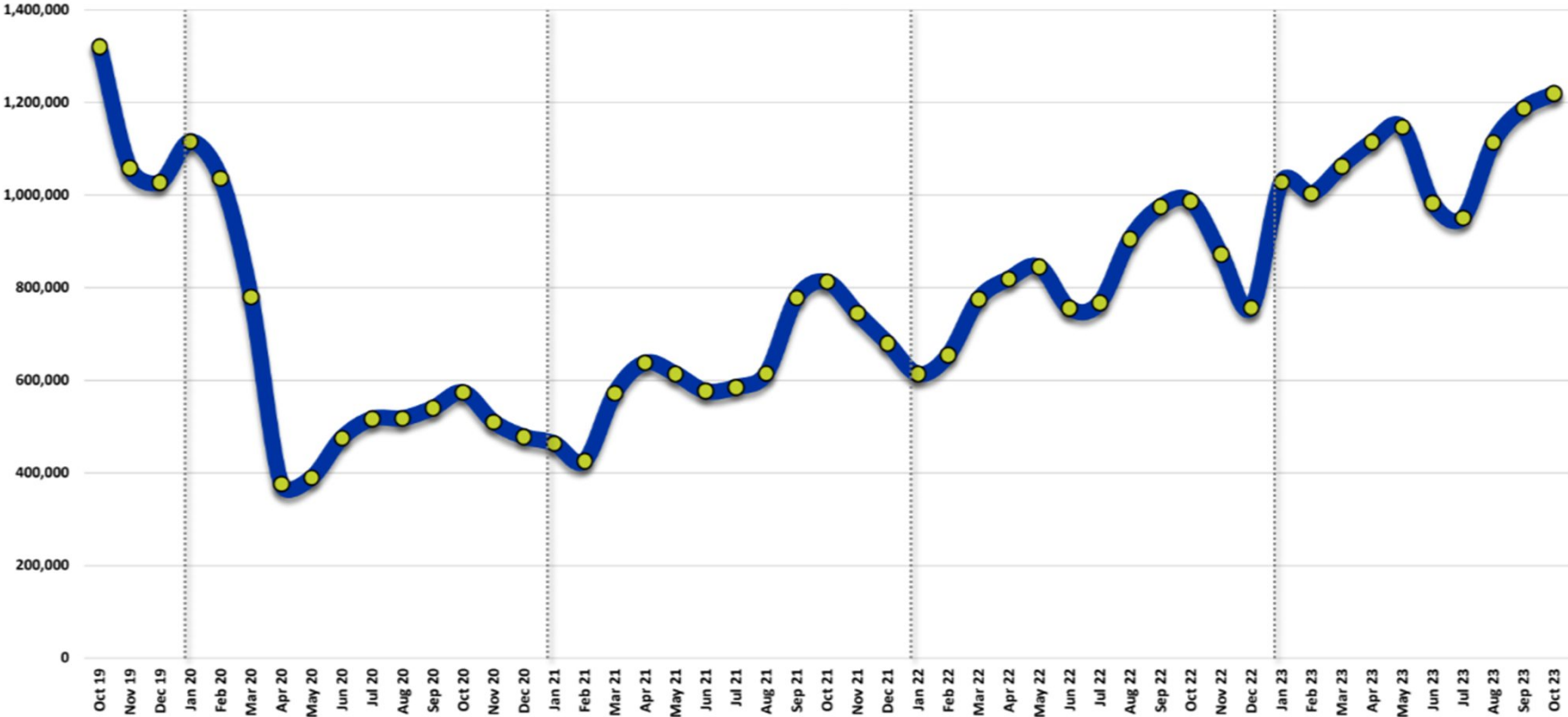


1973 2023

# Metro's Ridership

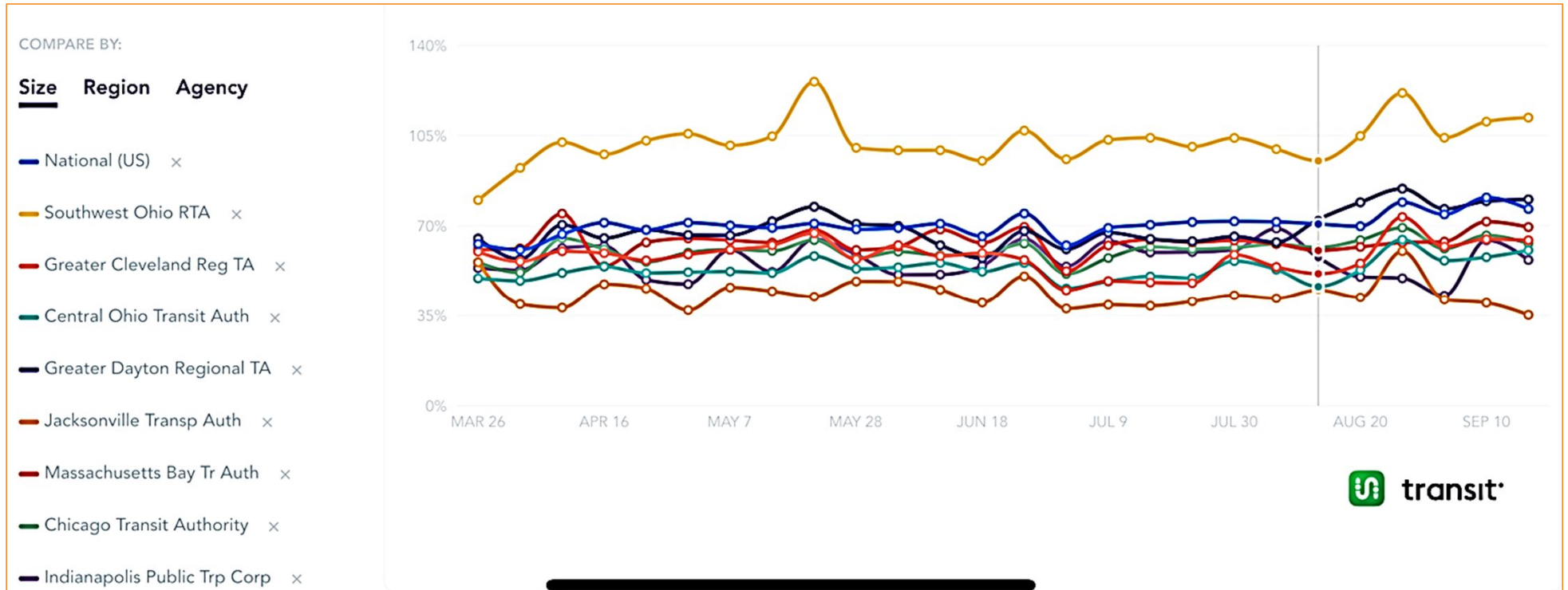


Total Fixed Route Ridership by Month



1973 2023

# Metro's Ridership vs. The Nation





# Transit Infrastructure Fund

# Transit Infrastructure Fund



Thanks to the passage of Issue 7, 25% of sales tax proceeds received by Metro go to fund transit-related infrastructure projects such as roads, bridges, sidewalks, etc. in Hamilton county each year. So far, more than **\$294 million** awarded:



## Year 1:

- \$227M awarded (\$205 for Western Hills Viaduct over next 15 years)
- 32 projects; 22 municipalities

## Year 2:

- \$39.2M Awarded\*
- 36 Projects; 25 municipalities

## Year 3:

- \$27.8M Awarded\*
- 38 proposals; 20 municipalities

*\*Does not include WHV allocation*



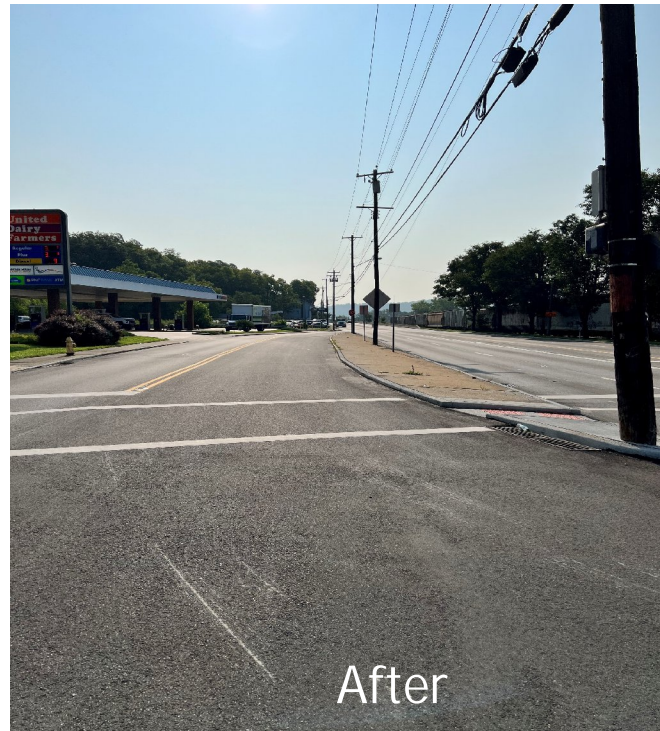
# Transit Infrastructure Fund Community Impact



City of Cincinnati – River Rd. Improvements - \$2.4M



Before



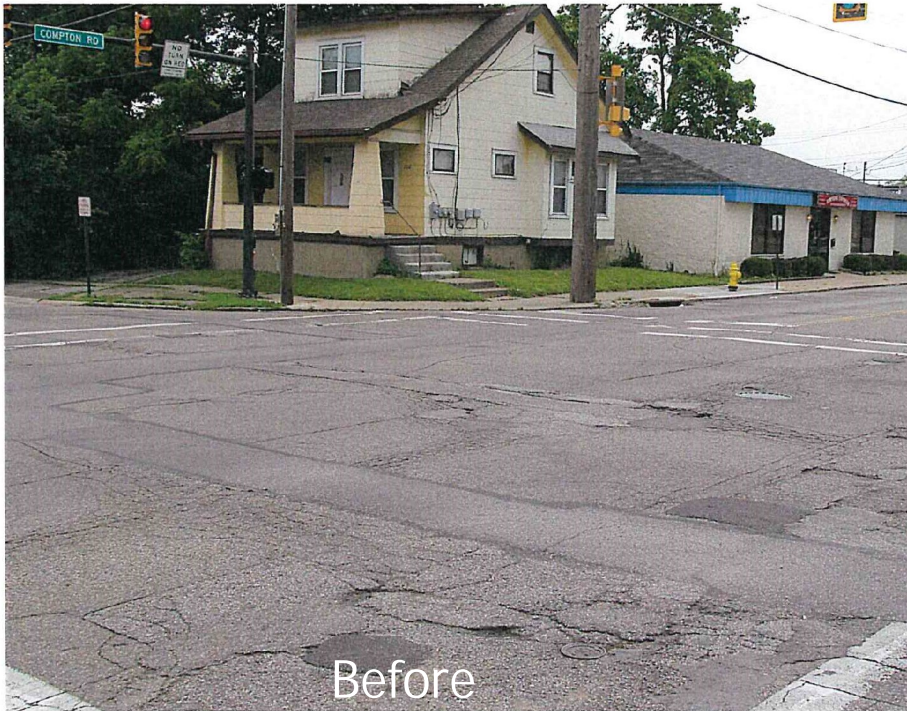
After



# Transit Infrastructure Fund Community Impact



## Mt. Healthy – Compton Rd. Improvements - \$872.8K

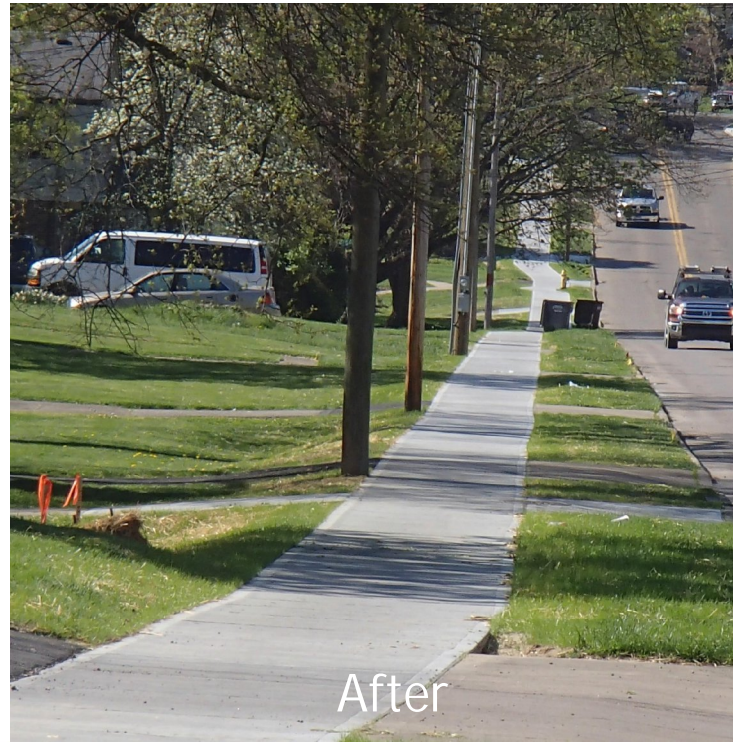




# Transit Infrastructure Fund Community Impact



Delhi Township – Greenwell Ave Improvements - \$130.4K



1973  2023

# Transit Infrastructure Fund Community Impact

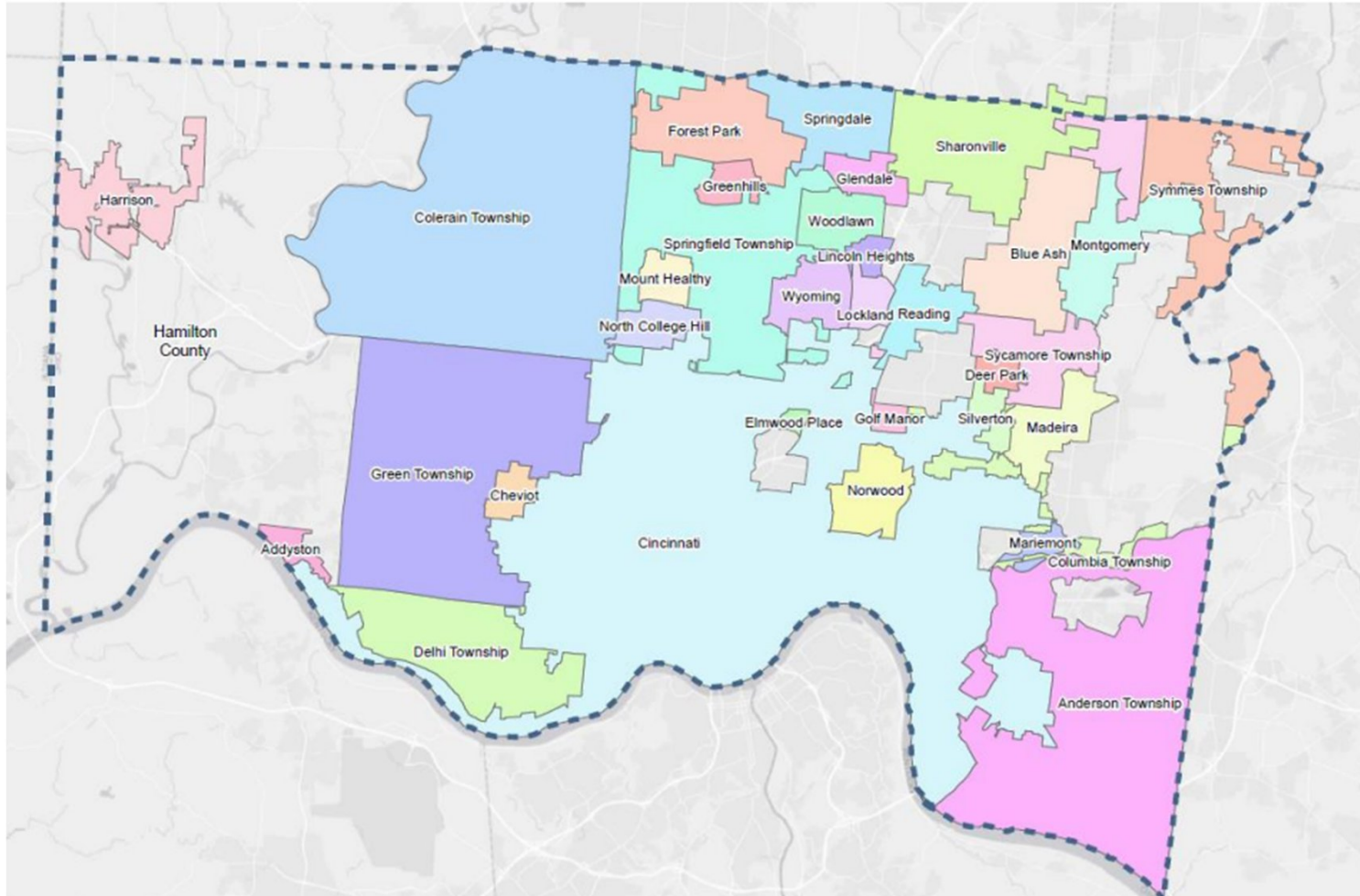


Sycamore Township – Montgomery Sidewalk Improvements - \$697K



1973  2023

# Geographic Distribution of Projects (rounds 1-3)



## Transit Infrastructure Fund Next Round



Look for invite for round III TIF signing ceremony in early 2024.

Next round of TIF grant applications will open in Spring 2024.

For more information on the program visit:  
[go-metro.com/ReinventingMetro](https://go-metro.com/ReinventingMetro)





What's Next?

# Reinventing Metro Phase III



- Four more MetroNow! zones to launch in 2024:
  - Blue Ash/Eventdale
  - Bond Hill/Roselawn
  - Montfort Heights/Finneytown
  - Pleasant Run North



- Two NEW Crosstowns roll out Dec. 3
  - Rt. 22 Glenway Crossing – Madisonville
  - Rt. 36 Price Hill- Norwood
  - Plus more improved alignments, frequency & better connections



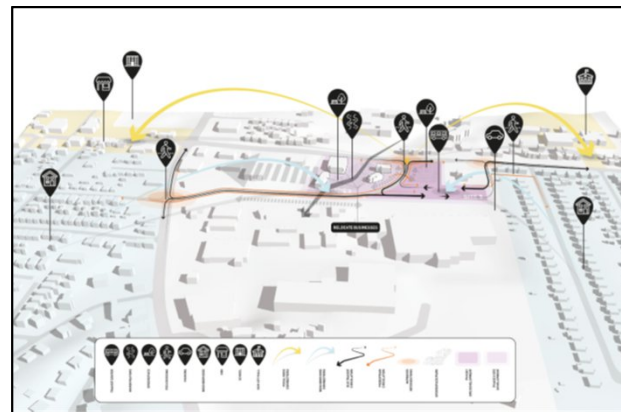
# Coming Soon: New Transit Centers



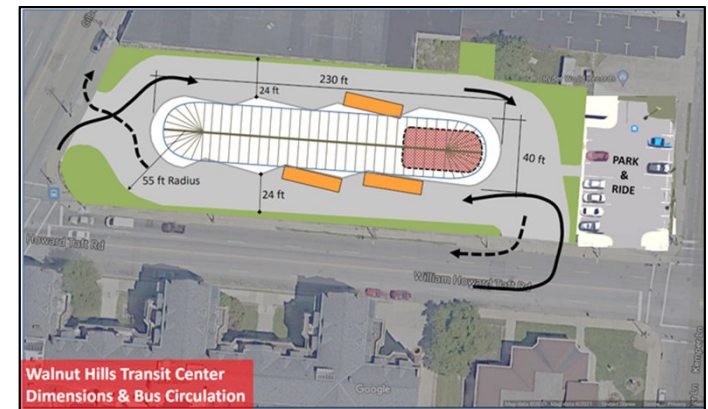
- North College Hill:



- Uptown Transit Center:



- Walnut Hills:



# Bus Rapid Transit (BRT)

- Hamilton Ave. & Reading Rd. selected for BRT service
- Glenway Ave. and Montgomery Ave. to receive enhancements

## BRT Features:

- Limited stops & faster travel
- Smart traffic signals
- Bus-only lane and infrastructure enhancements
- Same-level boarding
- Off-board payment
- Reduces congestion and pollution
- Spurs economic development along corridors

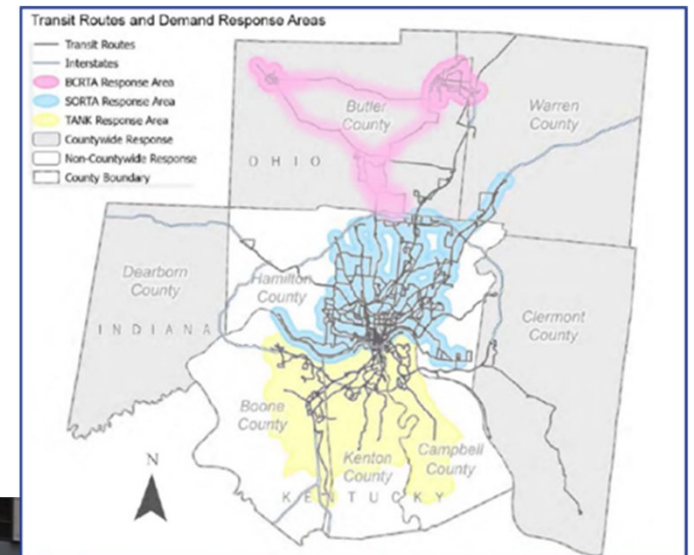




# Regional Paratransit Coordination

Coordination across 7 counties to enhance regional paratransit service for people with disabilities:

- Improve coordination of admin functions
- Integrate new technologies regionally
- Coordinate and expand service availability
- Create marketing opportunities
- NEW GOhio transit website guide



1973 2023

# Alternative Fuel Implementation



- Transition Plan approved by SORTA Board March 2023
  - Plan will be phased implementation considering a mix of BEBs and FCEBs
  
- 40' Phase I – Pre-Transition Plan
  - 6 EVs to be delivered in 2024
  - 9 EVs to be delivered in 2026
  
- Paratransit and MOD EV Vehicles
  - Implementation of four vehicles and infrastructure





Success is a TEAM Effort

# Accomplishment Highlights



- Celebrated 50 years of service Aug. 15, 2023
- Approved historic contract with ATU Local 627 to increase wages & benefits
- Increased diversity spend by 1300% from \$72K in 2019 to \$8M+ in 2023
- Invested \$500K annually in Everybody Rides Metro Foundation to provide reduced fare for low-income riders for jobs, healthcare and social services
- Cut ribbon on updated Silverton Facility serving Access paratransit customers
- Launched cash-less University EZRide program with UC & Cincy State



## Accomplishment Highlights

- Ohio Auditor of State 2023 Award with Distinction for excellence in financial reporting
- Northside Transit Center received 3 American Institute of Architects Award for design
- Numerous community impact awards, including:
  - Business Courier CEO C-Suite Award
  - Business Courier COO C-Suite Finalist
  - Cincinnati Magazine’s “Cincinnati 300” list
  - 2023 Nuestra Familia Award from Ohio Latin Affairs Commission
  - Cincinnati of the Year from City of Cincinnati
  - COMTO Thomas G. Neusome Leadership Award
  - OPTA Leonard Ronis Leadership Award
  - Think Transit 2023 Award of Excellence for Innovation
  - PRSA CEO Communicator of the Year
  - 6 PRSA Blacksmith Awards for PR & Marketing





## THANK YOU

**CEO Darryl Haley**

[Dhaley@go-metro.com](mailto:Dhaley@go-metro.com)

513-632-7510

SORTA/Metro

525 Vine St., Suite 500

Cincinnati, OH 45202

@CincinnatiMetro



1973  2023



202307343

**Meeka D. Owens**  
Cincinnati City Council

November 6, 2023

## MOTION

### *Assessing Failing Infrastructure Across Cincinnati*

WE MOVE that, the Administration provide a report back to Council within sixty (60) days on an assessment of the City's failing infrastructure. This report at minimum should:

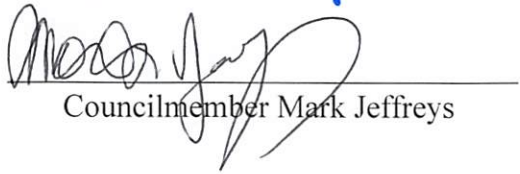
1. Define "failing infrastructure" across the five "Infrastructure Program Categories FY 2026-2035": Streets & Sidewalks, Parks, Recreation, Health, Public Services as per the Cincy on Track report.
2. Establish a system to assess the impact of current and future infrastructure projects as well as the recommendations in the Cincy on Track plan by using community indicators such as the Justice 40 initiatives, Climate Equity Indicators, and Community Health Indicators for example. We ask that this system considers every category from the Cincy on Track plan and establishes a cross-departmental communication system for projects.
3. Outline how the community will have communication/involvement on pending project(s) in their neighborhood when future funds are secured.
4. Identify infrastructure projects in all 52 neighborhoods to gain a better understanding of how deferred maintenance has affected all neighborhoods in the city. Moreover, this report should identify what neighborhoods the "citywide projects" identified in the Cincy on Track plan are in. This should culminate in a list of the top ten neighborhoods facing deferred maintenance issues and the projects that are most important to those ten neighborhoods.
5. Identify funding opportunities and initiatives to help projects of critical need achieve proper readiness for implementation.
6. Identify if there is a correlation between street segments that are identified as the top ten sights from gun violence and if they are near a sight(s) where deferred maintenance is prevalent issue.

---

## STATEMENT

As the city confronts their present deferred maintenance projects, we would like to see a more comprehensive assessment of how we will be addressing these issues across all 52 neighborhoods. This report is needed so that as Council approaches new appropriations for communities that we are properly aware of how all facets of the Cincy on Track plan is affecting all 52 neighborhoods.

  
Councilmember Meeka D. Owens

  
Councilmember Mark Jeffreys




Date: November 13, 2023

To: Members of the Climate, Environment & Infrastructure Committee

From: Sheryl M. M. Long, City Manager

202302446

Subject: Presentation – Brent Spence Bridge Corridor Update

---

Attached is the presentation for the Brent Spence Bridge Corridor Update for the Climate, Environment, & Infrastructure Committee.

Attachment I – Alternative I

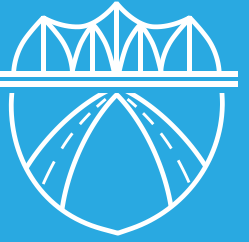
cc: John S. Brazina, Director  
Department of Transportation and Engineering

**BRENT SPENCE  
BRIDGE CORRIDOR**



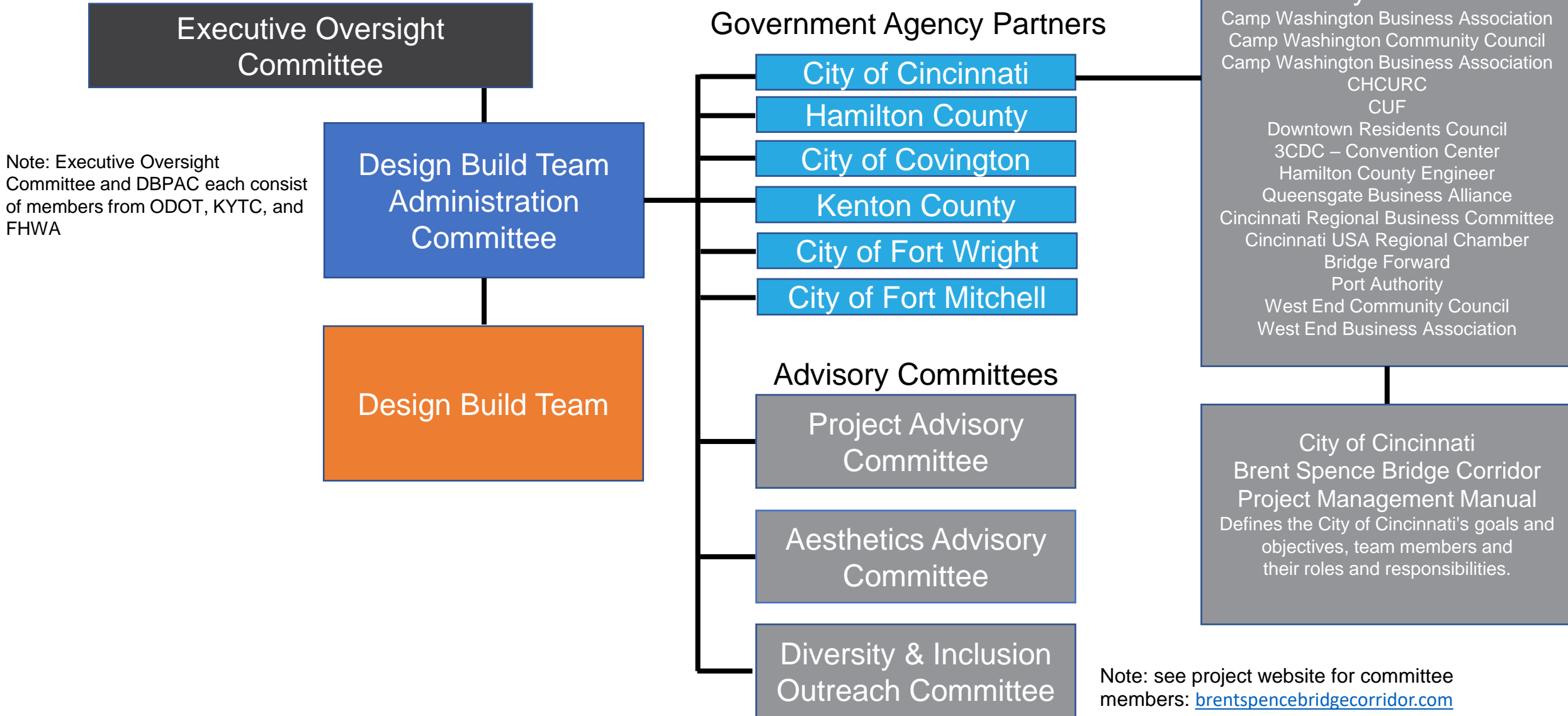
**CITY OF CINCINNATI  
CLIMATE, ENVIRONMENT & INFRASTRUCTURE  
COMMITTEE**

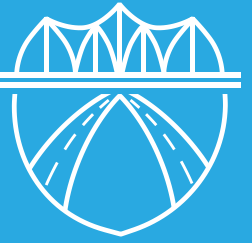
**November 13, 2023**



# **WORKING TOGETHER**

# PROJECT COLLABORATION

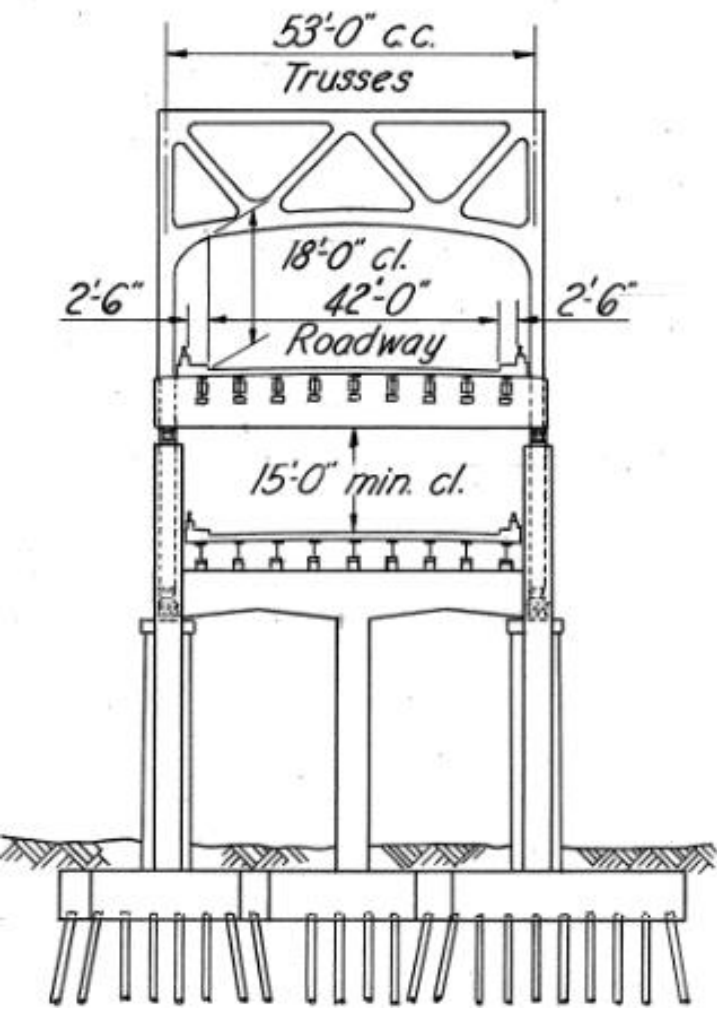




# PROJECT HISTORY



Hadorn Photographers



Before: Three  
12-foot lanes &  
5-foot shoulders

Now: Four  
11-foot lanes &  
1-foot shoulders



# Project History

- “Scoping Study” as part of IR 71 Major Investment Study – 1998
- Ohio-Kentucky-Indiana Regional Council of Governments, North South Transportation Initiative (OKI NSTI)- Brent Spence Subcommittee Formed -2000
- KYTC Engineering Feasibility Study (EFS) – 2003



# Project History

2000

← 2004 | ODOT & KYTC begin BSB Corridor Project

2005

Alternatives Development & Evaluation  
Impact Assessment  
Public & Stakeholder Input

2010

← 2011 | Revive Cincinnati Plan Approved (City of Cincinnati)

← 2012 | Environmental Approval - [Selected Alternative I](#)

2015

Design Refinements  
Cost/Impact Reductions  
Enhancements  
City of Cincinnati updated priorities and goals

2020

← 2022 | Refined Alternative I - [Concept I-W](#)

← 2023 | City/ODOT continue to refine Concept I-W

← 2023 | City proposed refinements to Concept I-W

# Why is the Project Important

- Addresses one of the worst truck bottlenecks in the nation
- Improves a critical highway network connecting Florida to Michigan
- I-75 carries more than \$1B worth of freight every day
- Safety and geometric improvements are needed



# FEDERAL GRANT AWARD: \$1.635 BILLION

## Multimodal Project Discretionary (MEGA) Grant Program

Submitted May 2022

Awarded \$250M

## Bridge Investment Program

Submitted August 9, 2022

Awarded \$1.385B

More than **200** letters of  
support included with  
applications



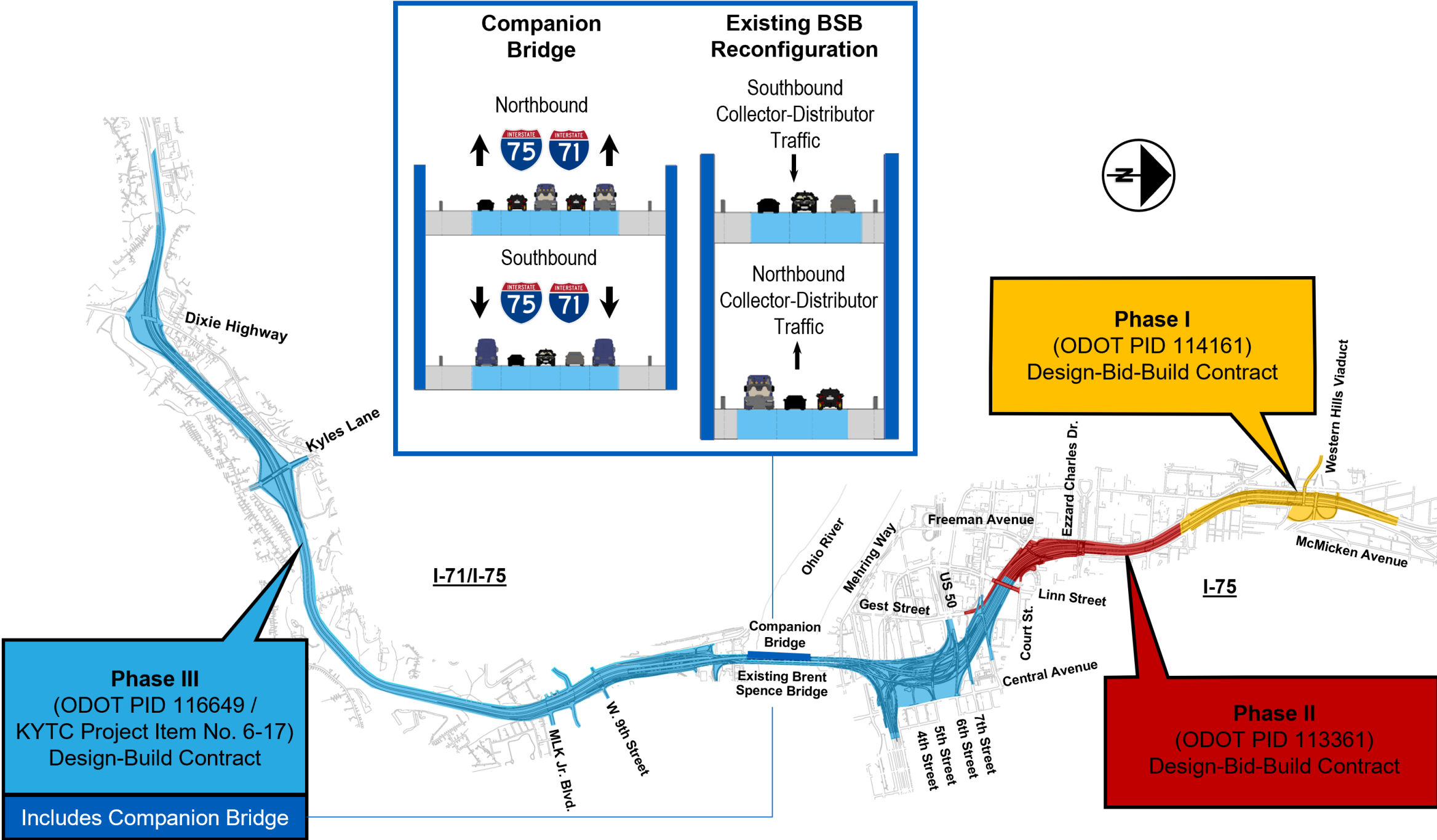


# PROJECT OVERVIEW

# Purpose and Need

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





# TOTAL PROJECT OVERVIEW

- Eight-mile corridor from Western Hills Viaduct interchange in OH to Dixie Highway in KY
  - 5 miles of I-71/75 in KY
  - 3 mile of I-75 in OH
- New companion Bridge west of the existing Brent Spence Bridge
- Updates to existing BSB
- Interstate reconstruction, widening and reconfiguring interchanges
- Estimated Total Project Amount is \$3.6B (for all three segments – Dixie Highway to WHV)



# Project Description

## New Companion Bridge

- Innovative and cost-effective design
- Arch or Cable-Stayed bridge type
- Iconic and aesthetically pleasing
- On-going coordination with the project Aesthetics Committee















# **PROGRESSIVE DESIGN BUILD**

# Progressive Design-Build Process

## Progressive Design-Build

- Selection based on qualifications and pricing approach
- Offsets construction market uncertainties
  - Inflation
  - Supply chain
  - Availability of materials



BRENT SPENCE BRIDGE CORRIDOR PROJECT

## REQUEST FOR PROPOSALS (RFP) PROGRESSIVE DESIGN-BUILD CONTRACT

ODOT PID 116649 | KYTC PROJECT ITEM NO. 6-17  
ODOT CONSTRUCTION PROJECT 23-3000

FEBRUARY 17, 2023



TEAM  
KENTUCKY  
TRANSPORTATION  
CABINET

# Progressive Design-Build Process

## Progressive Design-Build

- Prices materials closer to construction
- Allows for innovation concepts
- Provides more opportunities for outreach
  - Local agency coordination
  - Traffic and incident management
  - Aesthetics



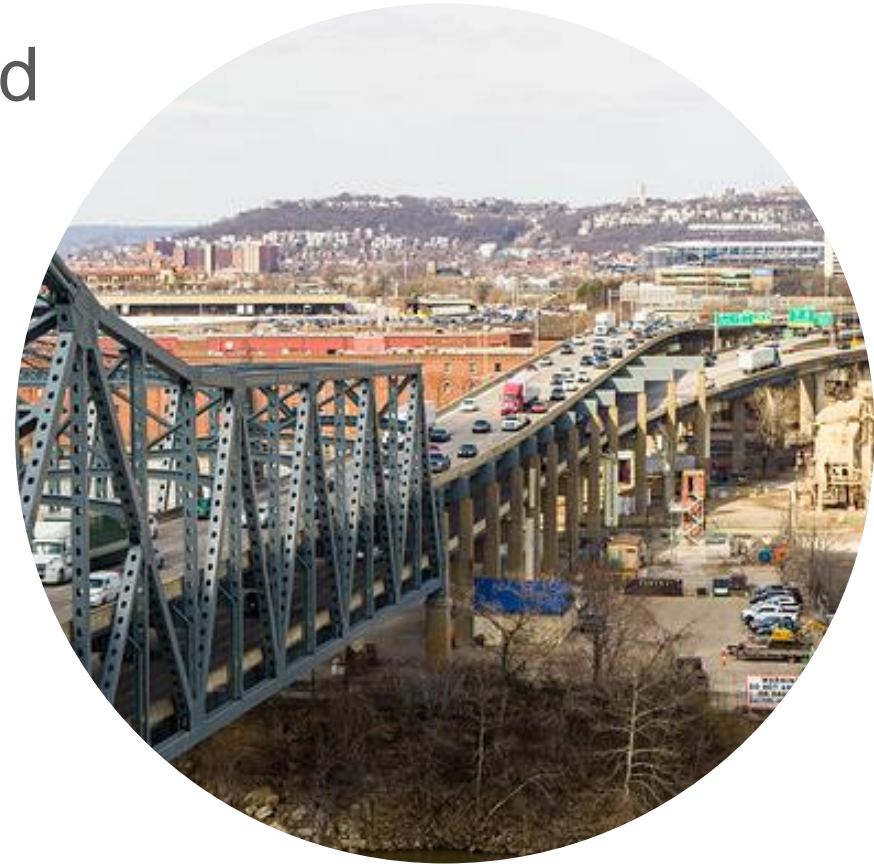
# WHAT IS PROGRESSIVE DESIGN BUILD (PDB)?





# DRAFT SCHEDULE

- October: Preconstruction Notice to Proceed
- 60-day Innovation Period
- Spring of 2024: Proof of Concept
- Spring of 2025: Phase 1 Complete

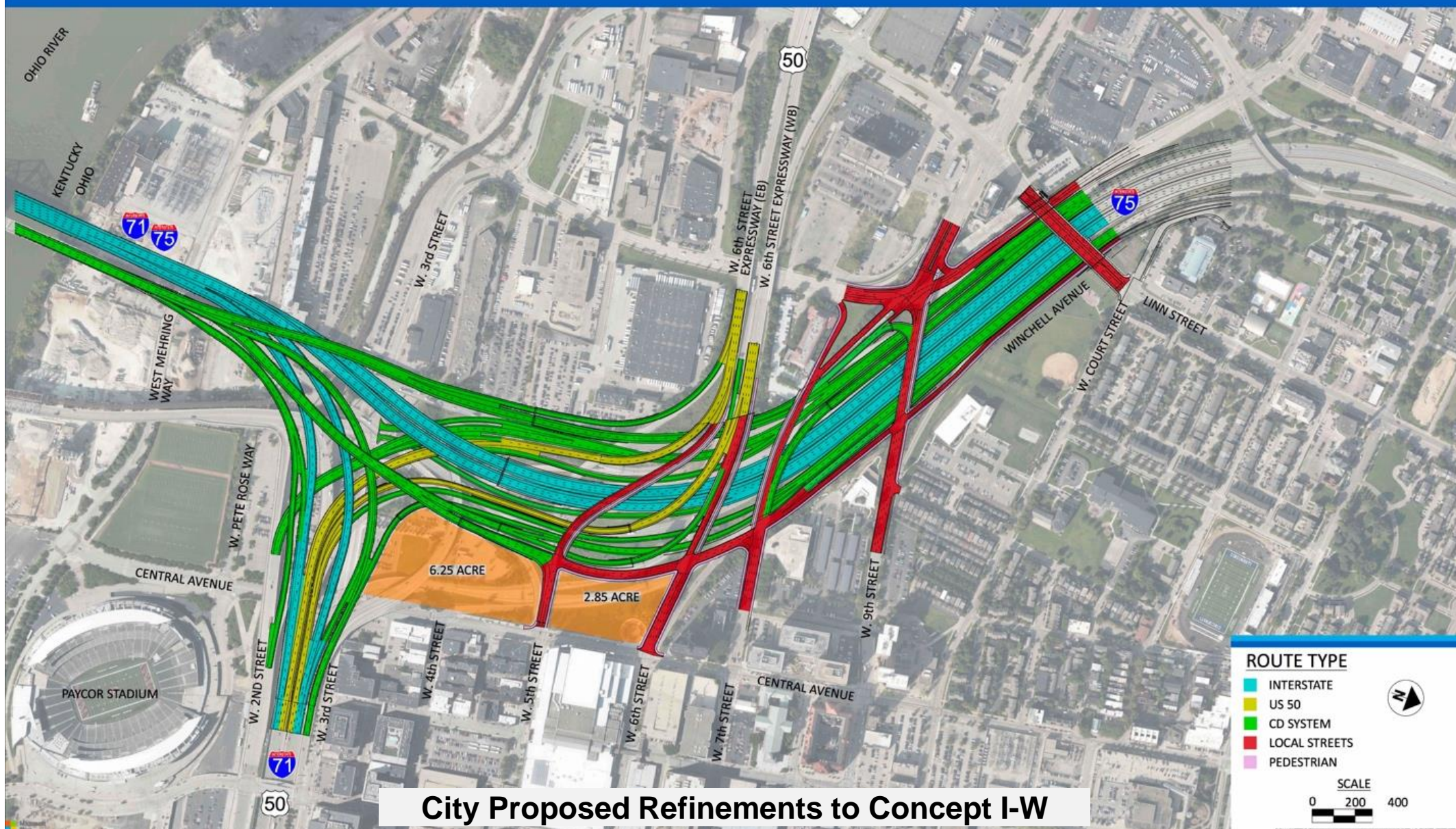




# **CONTRACT OBJECTIVES**

# 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 the public investment in the Project by minimizing the footprint;
- **Minimize the footprint of the interstate system 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 along the Project corridor;
- 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;



**City Proposed Refinements to Concept I-W**





Firefighters Memorial (Looking Southwest) - Ohio

# RECONNECTING COMMUNITIES

- Connections across I-75
  - Sidewalks
  - Shared use paths
  - Bike lanes
- Decks on both sides of Ezzard Charles bridge
- New shared use path along Winchell Avenue
- Improved connections to local destinations



6th Street



7th Street



9th Street

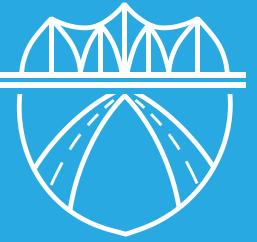
# Ezzard Charles Bridge Rendering





# Ezzard Charles Bridge Rendering

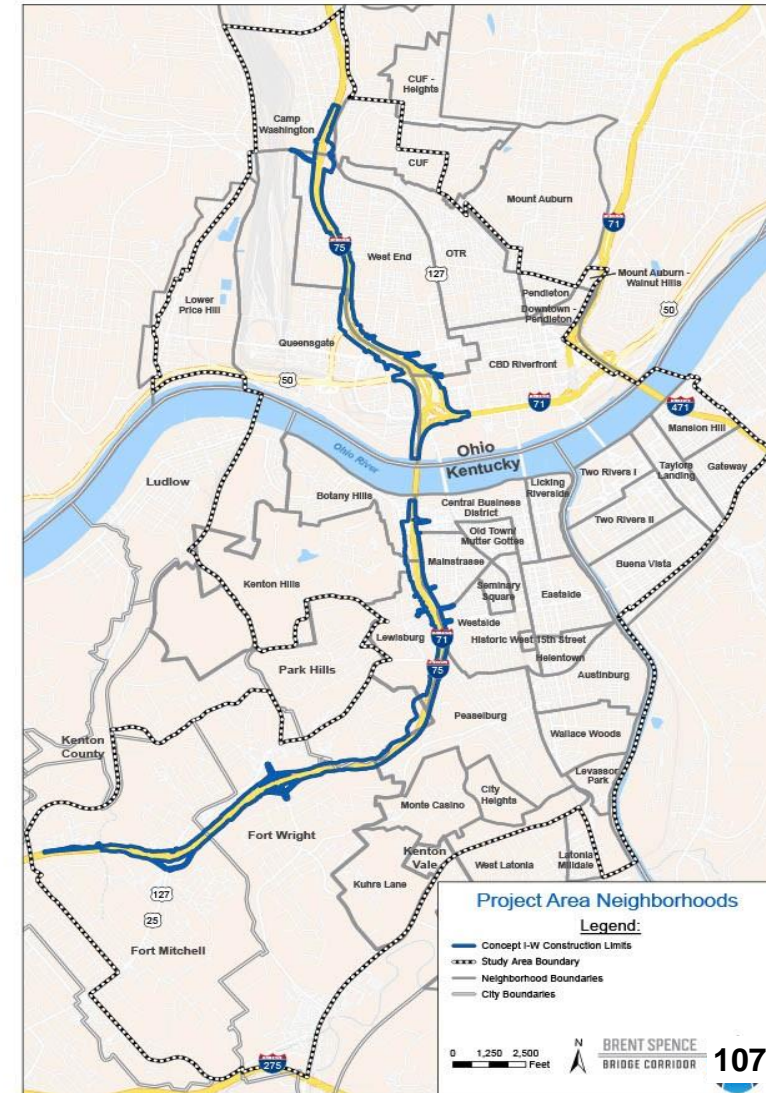




# **Public Outreach & Environmental Update**

# Public Outreach since June of 2022

- Neighborhood Meetings
  - Thirteen neighborhood meetings
  - Project Open House in both Ohio and Kentucky
- In addition:
  - Held over 75 meetings with individuals/groups, communities, and organizations
  - Received over 630 Public Comments (neighborhood meetings and website)
- Recently Completed Project Status Update Open House (318 attendees)
  - August 23 in Kentucky
  - August 24 in Ohio



# Environmental Process Update

## Enhancement Measures

- Aesthetic treatments
- Pedestrian and bicycle improvements
- Noise/visual screening walls
- Separating highway runoff
- Land for potential redevelopment
- Workforce development and training



# Environmental Process Update

- Supplemental EA available for public review – late 2023
- Public hearings – late 2023/early 2024
- Expected environmental approval – early 2024



BRENT SPENCE BRIDGE CORRIDOR PROJECT

## **SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

ODOT PID 89068 | KYTC PROJECT ITEM NO. 6-17



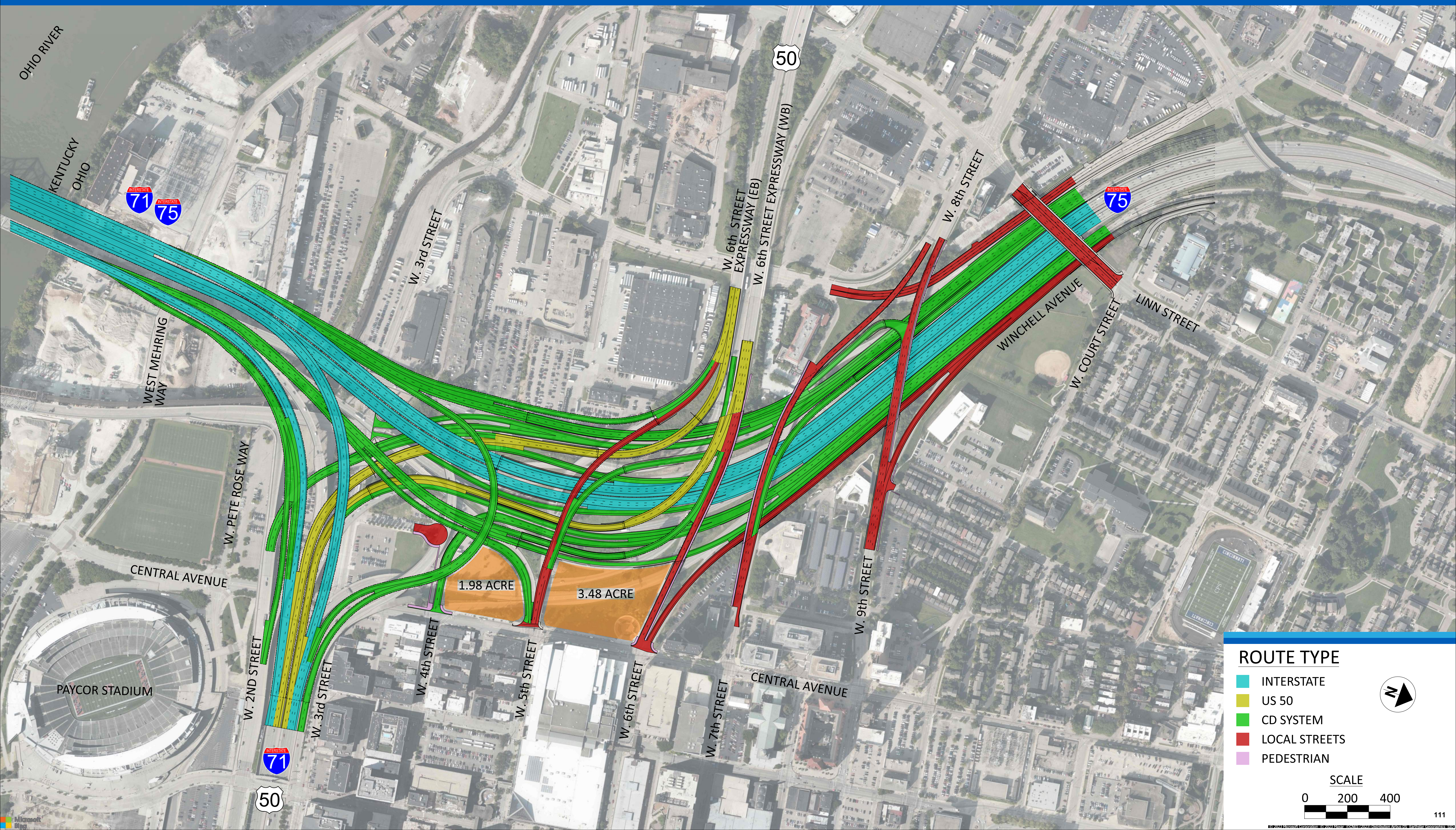
**TEAM  
KENTUCKY.**  
TRANSPORTATION  
CABINET



# THANK YOU!

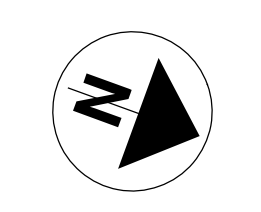
For more detailed information or to provide feedback visit:  
[www.brentspencebridgecorridor.com](http://www.brentspencebridgecorridor.com)



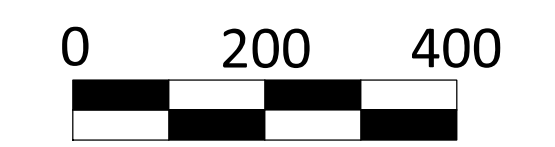


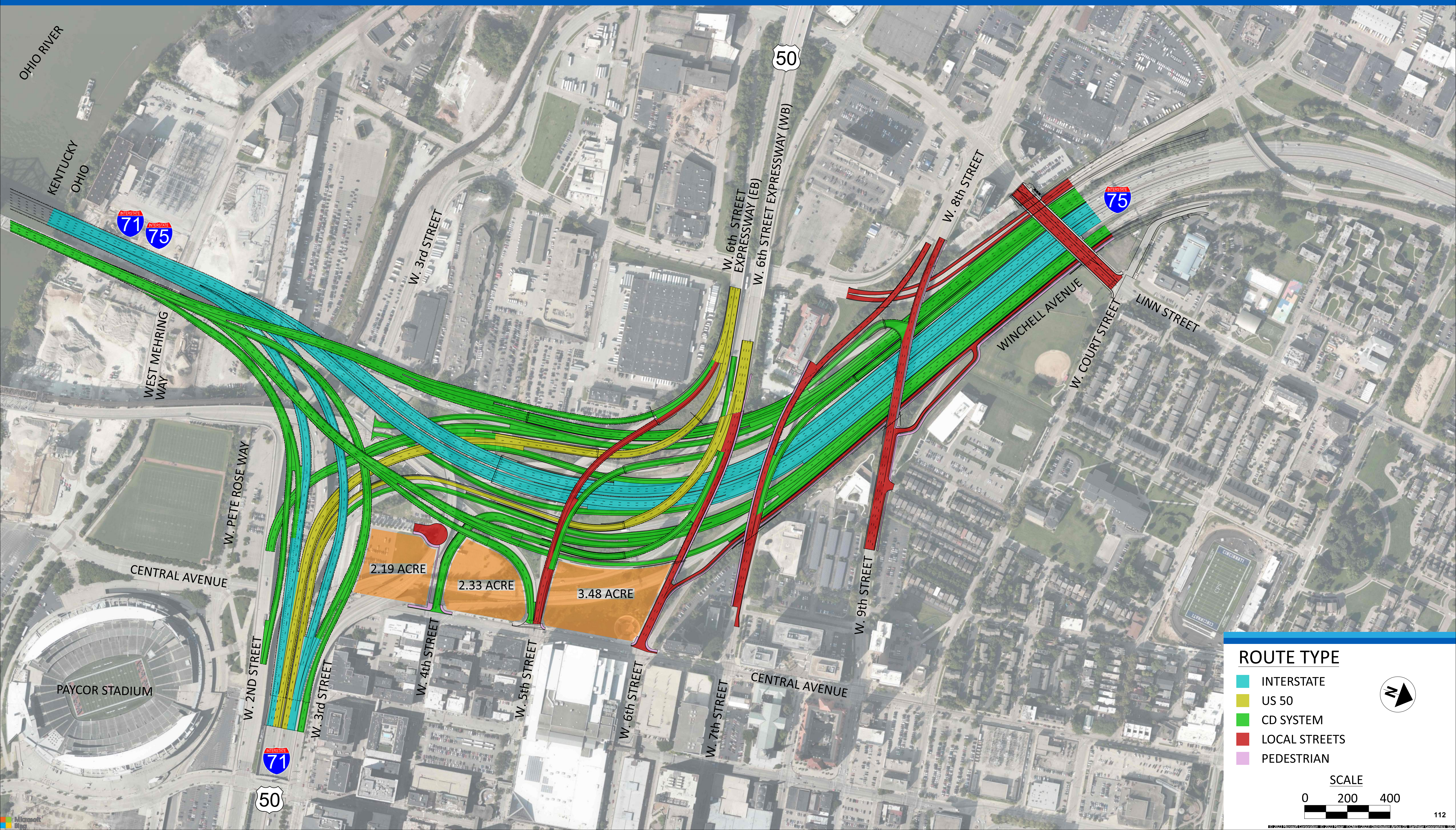
**ROUTE TYPE**

- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS
- PEDESTRIAN



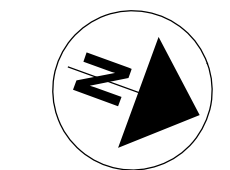
**SCALE**



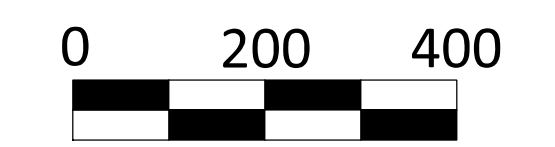


**ROUTE TYPE**

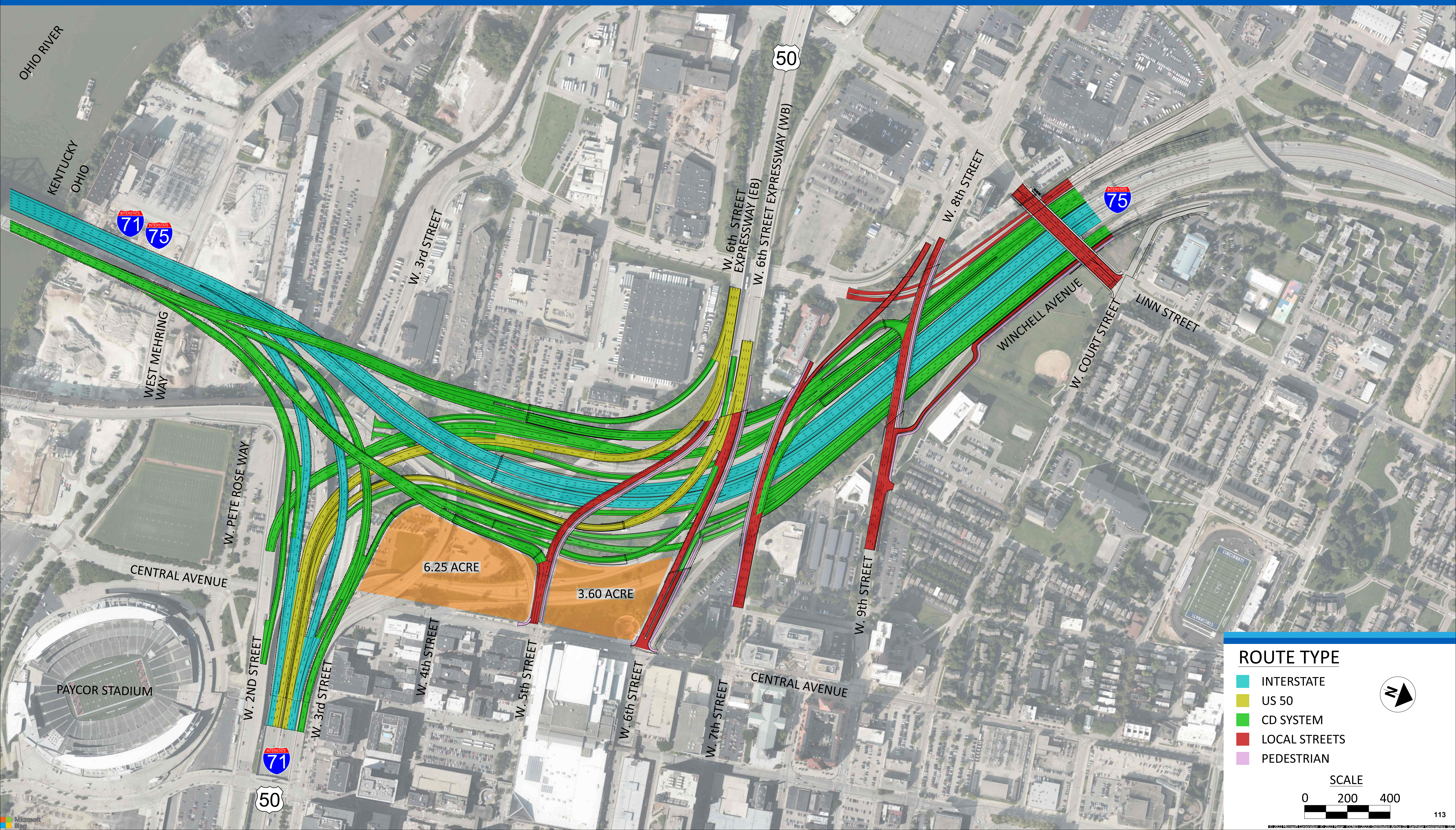
- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS
- PEDESTRIAN



**SCALE**

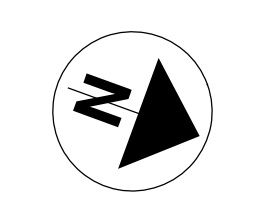




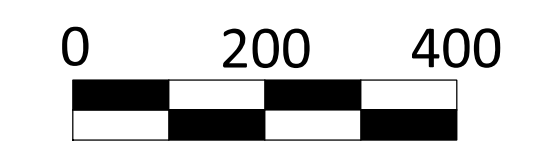


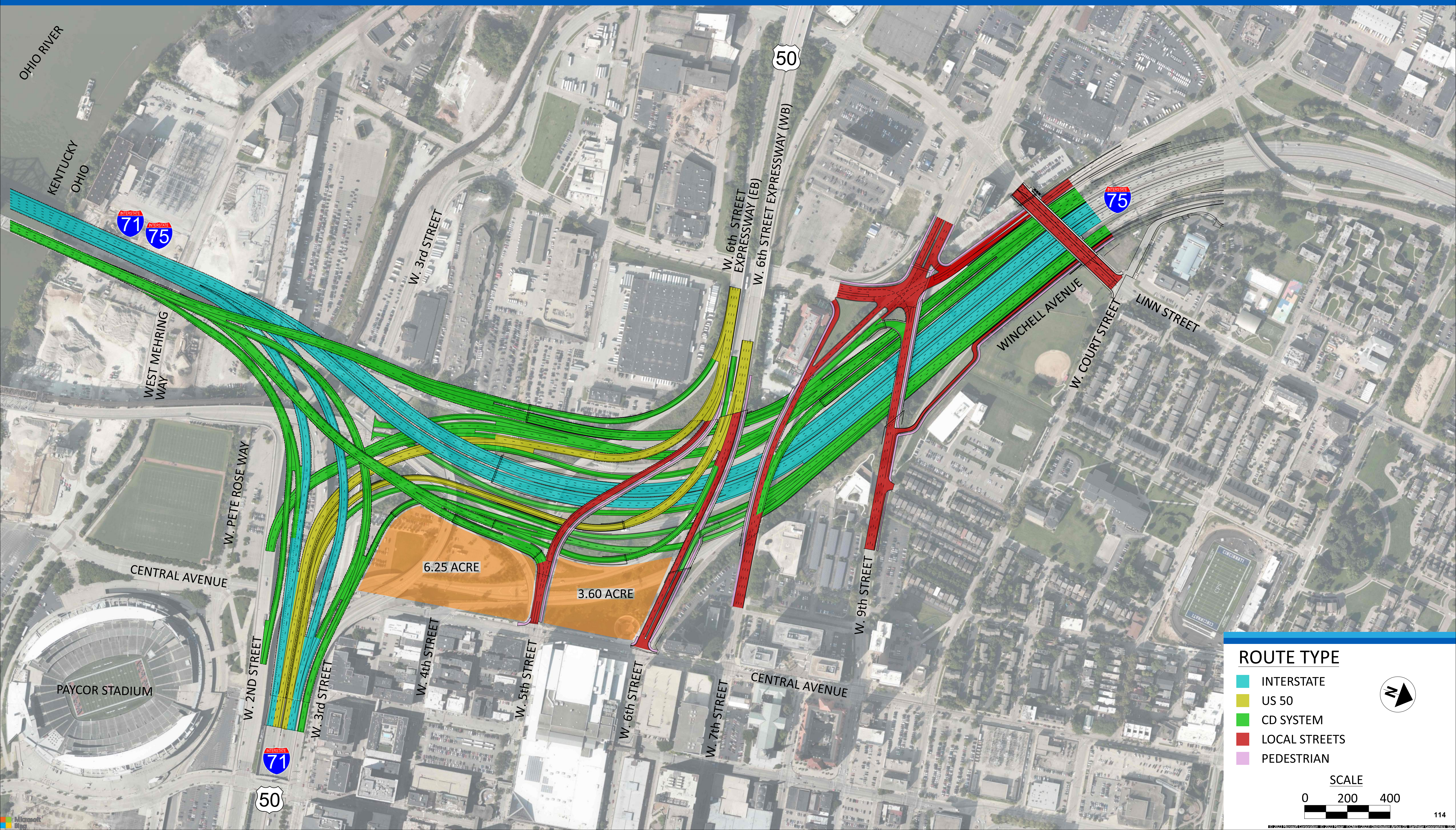
**ROUTE TYPE**

- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS
- PEDESTRIAN



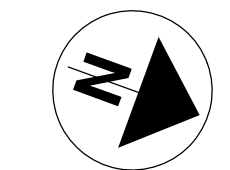
SCALE



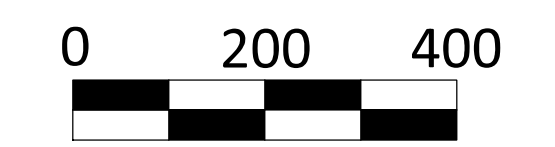


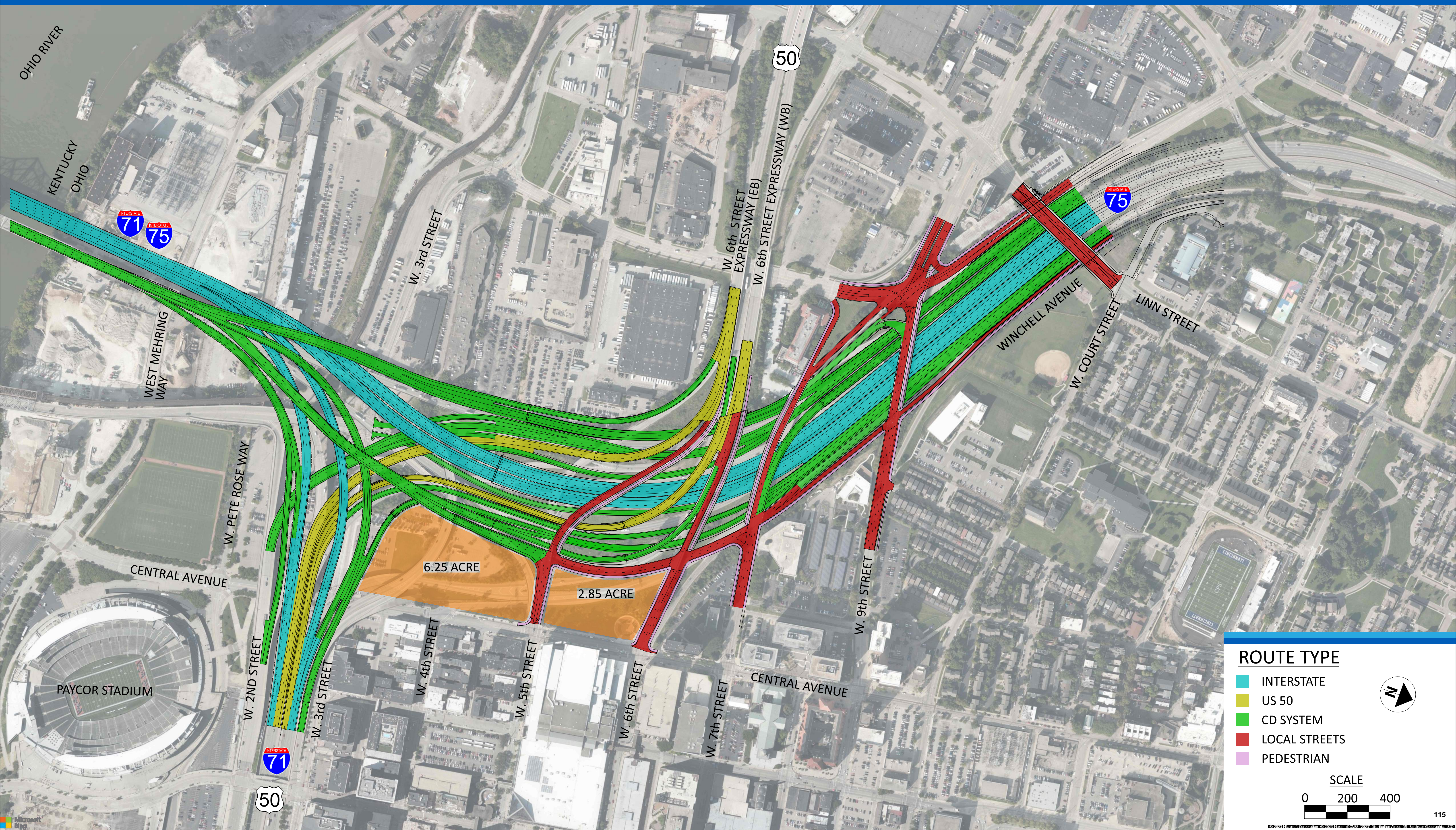
**ROUTE TYPE**

- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS
- PEDESTRIAN



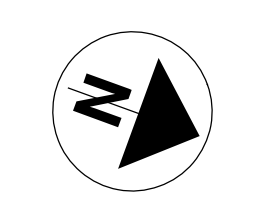
**SCALE**





**ROUTE TYPE**

- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS
- PEDESTRIAN



**SCALE**

