



Project Information

Application ID	2025_D08_01	Date Submitted	5/29/2025
Project Name	Butler I-75 8.50 (New Interchange)		
ODOT District	District 8	County	Butler
ODOT PID	113647	Project Mode	Roadway/Freight
Current TRAC Tier	Tier II		
Requested TRAC Tier	Tier I		

Project Description

The project involves construction of a new interchange at I-75 and Millikin Road to alleviate congestion within a high growth area of Butler County, which will open up 700 acres for commercial development. The area is marketed as a future jobs and commerce hub for JobsOhio's targeted industries. Within a 30-minute drive of multiple population centers in Warren and Butler counties and halfway between Cincinnati and Dayton, Millikin Road is perfectly positioned to yield the development sites needed to bring new investment to Ohio.



Project Sponsor Information

Project Name

Sponsoring Agency

Project Contact

Phone

Email

Address

City

State

Zip Code

Type of Application



Project Schedule

New projects are required to supply project milestone information. Please select the status of each milestone below as either Not Started, In Progress or Completed. Additionally please enter the corresponding date for the milestone and status.

	Status	Date
Planning Studies	Complete	3/4/2021
Interchange Modification Study (IMS) / Interchange Justification Studies (IJS)	Complete	3/23/2023
Preliminary Engineering Studies		
Environmental / NEPA Approval	Complete	9/24/2024
Detailed Design	In Progress	3/5/2027
Right-of-Way Acquisition	In Progress	6/1/2027
Utility Relocation	In Progress	6/1/2027



Transportation Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values; such as, cost/benefit analysis and air quality. The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the **primary roadway segment** that will be improved by the project and ancillary roadways that will be improved as part of the project.

	ODOT NLFID	Begin Point	End Point
Primary Roadway Segment 1	TBUTTR00022**C	0.000	1.400
Primary Roadway Segment 2	SBUTIR00075**C	7.990	8.980
Secondary Roadway Segments	CBUTCR00019**C	7.700	7.900
	CBUTCR00022**C	7.360	7.460
	CWARCR00011**C	7.080	7.280
	CWARCR00066**C	0.000	0.100

New Roadways / New Alignment

Begin Latitude

Begin Longitude

End Latitude

End Longitude



Transit Multi-Modal Project Information

Transit Type

Route/Number

Peak Hour Ridership

Existing Capacity

Added Peak Hour Capacity

Peak Hour Ridership/Capacity Ratio

Vehicle Miles Traveled (VMT) Reduction

Freight Multi-Modal Project Information

Freight Type

Route/Number

Existing Freight Volume

Existing Freight Capacity

Existing Freight Volume /
Existing Freight Capacity Ratio

Freight Capacity Increase

Truck Miles Traveled (TMT) Reduction



Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2045 (Ohio's long range transportation plan), stratifies Ohio's significant transportation corridors and inter-modal hubs. Additional information about the STS and Access Ohio 2045 can be found on the Access Ohio 2045 webpage.

The project is part of an STS corridor:

Yes

The project will facilitate a connection between two or more corridors or modal hubs identified on the STS:

No

Please provide a brief explanation as to how this project will facilitate a connection between two or more STS resources.

The project will connect an STS resource with a local freight or transit facility or resource:

No

Please provide a brief explanation as to how this project will connect an STS resource with a local freight or transit facility or resource



Local Investment Factors

Built Out Local Attributes

Local Investment factors analysis and evaluation of the dollar value of existing, local built-out attributes such as streets, water, and land use. For this analysis TRAC has standardized the project area as a one-mile "rectangular" buffer around the primary roadway segment. Additionally TRAC also considers percentage of acres served by local services within the rectangular buffer with the following formula: **(Length of the primary roadway segment in miles + 2 miles) x 2 miles x 640 acres**

Length of the primary roadway segment being improved by the project:

1.4

Estimated Project Area Acreage:

4,352

What is the estimated percentage of acres being served by the local services within the estimated project area calculated above?

Local Streets and Roadways

100%

Electrical Service

100%

Water and Sewer Service

100%

What is the estimated square footage for the following building types within the calculated project area?

Light Industrial

Heavy Industrial

Warehouse

Commercial

Institutional

The estimated percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area:

0%

The estimated percentage of existing building square footage currently vacant:

0%



New Local Investments

TRAC will consider the monetized value of public investments or commitments for new, non-project infrastructure and private investments within 5-year time horizon prior to and after the date of this TRAC Application.

The dollar value of committed or recent public investment in new, non-project infrastructure within the project area (millions):

\$	10
----	----

The present value of private investment in existing facilities within the project area (millions):

\$	33
----	----

Economic Distress - Poverty & Unemployment Rates

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

Are you entering distress values for a sub-county area to be used in the evaluation of this application?

No - I want to use the information collected by ODOT.

County
Sub-County Poverty Rate
Poverty Rate Data Source
Sub-County Unemployment Rate
Unemployment Rate Data Source



Project Funding Plan

TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

Identify the phase(s) new TRAC funding is being requested for as part of this application:

CO - Construction

	Amount (Millions)	Requested Fiscal Year
PE Funding Request	<input type="text"/>	<input type="text"/>
DD Funding Request	<input type="text"/>	<input type="text"/>
RW Funding Request	<input type="text"/>	<input type="text"/>
CO Funding Request	\$ <input type="text" value="27.0"/>	<input type="text" value="2028"/>
Total New TRAC Funding Request		\$ <input type="text" value="27.0"/>

The TRAC previously committed funding for project development or construction:

Yes

PE	DD	RW	CO
\$ <input type="text" value="1.0"/>	\$ <input type="text" value="0.5"/>	\$ <input type="text" value="9.0"/>	<input type="text"/>

Additional TRAC funds will be requested for future phases of project development or construction:

No

PE	DD	RW	CO
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Local Funding Commitments

Project Development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.

Local funding sources will be used in project development or construction:

Yes

Total number of local funding sources:

3

Local Funding Source (1)	Butler County Transportation Improvement District
---------------------------------	--

PE	DD	RW	CO
\$ 0.3			

Local Funding Source (2)	Liberty Township
---------------------------------	-------------------------

PE	DD	RW	CO
\$ 1.3	\$ 2.0	\$ 15.5	\$ 10.0

Local Funding Source (3)	Butler County Commissioners
---------------------------------	------------------------------------

PE	DD	RW	CO
			\$ 10.0

Local Funding Source (4)	
---------------------------------	--

PE	DD	RW	CO

Local Funding Source (5)	
---------------------------------	--

PE	DD	RW	CO

Local Funding Totals

PE	DD	RW	CO
\$ 1.6	\$ 2.0	\$ 15.5	\$ 20.0



Non-TRAC Funding Sources

How many Non-TRAC funding sources (e.g. ODOT Program, Federal Grant, Community Project Funds) are being pursued, have given a commitment to fund, and/or have been secured for project development and/or construction activities?

1

PE	DD	RW	CO
			\$ 8.0

Funding Summary

	PE	DD	RW	CO
Local Funding	\$ 1.5	\$ 2.0	\$ 15.5	\$ 20.0
Non-TRAC				\$ 8.0
Previous TRAC Funding	\$ 1.0	\$ 0.5	\$ 9.0	
New TRAC Funding				\$ 27.0
Future TRAC Funding				
Funding Totals	\$ 2.5	\$ 2.5	\$ 24.5	\$ 55.0
Total Project Cost				\$ 84.5

Total Local	Total Non-TRAC	Total TRAC
\$ 39.0	\$ 8.0	\$ 37.5
% Local	% Non-TRAC	% TRAC
46%	10%	44%



Tier I Construction Estimate

Projects requesting Tier I status are required to submit a budgetary construction estimate. Additionally estimates must be inflated to the anticipated year of construction.

Roadway	\$	31.7
Drainage	\$	4.7
Traffic Control	\$	2.0
Structures	\$	7.3
Retaining Walls	\$	0.6
Railroad		
Contingency	\$	5.5
Total Estimate	\$	51.8
Date of Inflated Estimate		1/31/2025
Year of Inflation Estimate		1/1/2029



MPO & District Acknowledgement

MPO Acknowledgement

The project is within the boundaries of a Metropolitan Planning Organization (MPO) or a Regional Transportation Planning Organization (RTPO):

Yes

Identify the respective MPO or RTPO:

OKI (Cincinnati)

The MPO or RTPO provided a letter of support or acknowledgment:

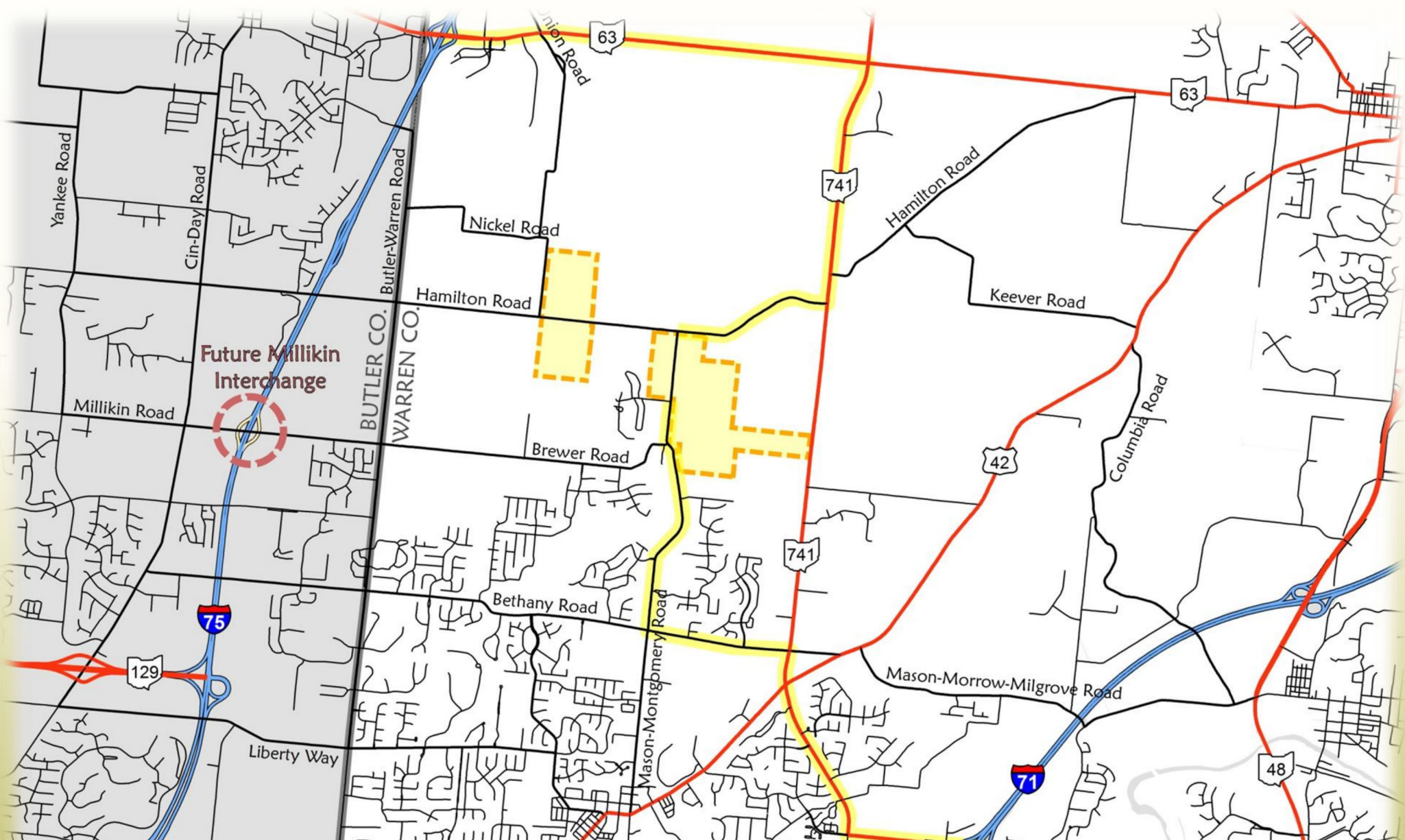
Yes

District Acknowledgement

The applicant/project sponsor contacted the ODOT District Planning Office regarding project development and construction:

The ODOT District Office provided a letter of support or acknowledgment:

Attachments



Future Millikin Interchange

BUTLER CO.
WARREN CO.

75

129

63

63

741

42

741

71

48

Yankee Road

Cin-Day Road

Butler-Warren Road

Nickel Road

Hamilton Road

Hamilton Road

Kever Road

Columbia Road

Brewer Road

Bethany Road

Mason-Montgomery Road

Mason-Morrow-Milgrove Road

Liberty Way

**INTERGOVERNMENTAL
AGREEMENT 2025-01**

By and Among

BUTLER COUNTY, OHIO

And

LIBERTY TOWNSHIP, BUTLER COUNTY, OHIO

And

**THE BUTLER COUNTY TRANSPORTATION
IMPROVEMENT DISTRICT**

**[Millikin Road / I-75 (BUT-IR75-8.51)
Interchange Improvement Project; PID 113647 – Construction Phase]**

Dated as of February 10, 2025

INTERGOVERNMENTAL AGREEMENT 2025-01

This Intergovernmental Agreement 2025-01 (this "Agreement") is made and entered into as of February 10, 2025 (the "Effective Date"), by and among BOARD OF COUNTY COMMISSIONERS BUTLER COUNTY, OHIO, a county and political subdivision of the State of Ohio (the "COUNTY" or "BOARD"), LIBERTY TOWNSHIP, an Ohio township duly organized and validly existing under the Constitution and the laws of the State (the "TOWNSHIP"), and the BUTLER COUNTY TRANSPORTATION IMPROVEMENT DISTRICT, a transportation district and body corporate and politic duly organized and validly existing under the Constitution and the laws of the State (the "TID"), under the circumstances summarized in the following recitals (the capitalized terms not defined in the recitals are being used therein as defined in Article I hereof).

Recitals:

A. The TID is authorized by Ohio Revised Code ("ORC") Chapter 5540 (1) to finance, construct, maintain, repair, and operate street, highway, and other transportation projects and (2) to construct, reconstruct, improve, alter, and repair roads, highways, public places, buildings, and other infrastructure and other transportation projects.

B. These projects undertaken by the TID pursuant to ORC Chapter 5540 are essential governmental functions and will contribute to the improvement of the prosperity, health, safety, and welfare of the people of Butler County and the State; and exercise of its authority and is consistent with and will promote industry, commerce, distribution, and research activity within Butler County, the region and the State.

C. These projects, as contemplated by ORC Chapter 5540, may include major transportation and infrastructure improvements projects that involve a coordinated, cooperative, multijurisdictional approach, whenever possible, towards project integration, development, design and construction, land use planning, environmental stewardship, financial strategy implementation and economic development with other affected political entities and other governmental agencies and entities including, but not limited to, the Ohio Department of Transportation ("ODOT") the Ohio Kentucky Indiana Regional Council of Governments ("OKI") and the Ohio Department of Development, as well as private sector business entities, as appropriate, which is all consistent and compatible with the transportation improvement and related community development initiatives ongoing within Butler County, in general, and public-private partnership opportunities to advance the projects in an innovative, efficient and cost effective manner.

D. Accordingly the TID, in coordination and collaboration with the TOWNSHIP, ODOT and the COUNTY, including the Butler County Engineer's Office ("BCEO"), designated the Millikin / I-75 (BUT-IR75-8.51) Interchange Improvement Project; PID 113647 as a TID Project (hereinafter referred to as the "*Millikin / I-75 Interchange Improvement Project*" or the "*Project*"), which Project includes, but is not limited to, developing a new Interchange at Millikin Road and I-75, as well as addressing the local road network future traffic demand and improve mobility and access with the logical termini for the project. The local roadway network improves Millikin Road to a five (5) lane section, having the Cincinnati-Dayton and Millikin Intersection and the Butler-Warren and Millikin Intersection be reconstructed into a roundabout, along with a

multiuse path on the south side of Millikin Road. These roadway improvements will accommodate capacity, service and enhance operations and safety, as further set forth and to be further developed in plans and documents on file with the TID, the TOWNSHIP, ODOT and the BCEOs;

E. The TOWNSHIP and the TID, in coordination with the BCEO and the COUNTY, are proceeding to advance the Project in phases, which currently involve environmental clearance; final design and engineering work and right-of-way acquisition work, as further described in plans and documents on file with the TID, the TOWNSHIP, BCEO and ODOT, with said work currently funded by and through contributions from the TOWNSHIP, the TID and with the TRAC Funding (hereinafter defined), and which phases are currently being managed by the TID.

F. The Parties intend to coordinate and collaborate on the ongoing development of the Project and intend to pursue various grant funding opportunities that may be available, including, through ODOT and OKI. It is further contemplated by the Parties that the TID, through this intergovernmental arrangement, will administer and manage the Construction Phase (as hereinafter defined), in such manner as determined appropriate and feasible by the TID, in collaboration with the TOWNSHIP, ODOT and the COUNTY, so as to advance the Project to completion. Furthermore, it is the ultimate intent and goal of the Parties, subject to the further approval and authorization by the TID Board of Trustees and ODOT and unless determined otherwise by the Parties, the TID will continue to serve as the ODOT Local Public Agency or "LPA," in relation to the Construction Phase, utilizing funding that becomes available, including, but not limited to, the COUNTY Pledge Amount (as hereinafter defined), the TOWNSHIP Pledge Amount (as hereinafter defined) and with funding obtained through TRAC and/or OKI, to be pursued in conjunction with the TOWNSHIP and the COUNTY, or as otherwise may be procured by the TID.

G. The TID is specifically authorized by ORC § 5540.03(A)(10) to receive and accept loans and grants for or in aid of the construction, maintenance, or repair of any project from the federal or any state or local government; and the TOWNSHIP and COUNTY are specifically authorized by ORC § 5540.02(F) to make appropriations from moneys available to the TOWNSHIP and the COUNTY and not otherwise appropriated to pay costs incurred by the TID in the exercise of its functions under Chapter 5540 of the ORC.

NOW, THEREFORE, in consideration of the premises and the mutual representations and agreements in this Agreement, the TOWNSHIP, COUNTY and the TID agree, with the foregoing recitals incorporated herein by reference and expressly made a binding and integral part of this Agreement, as follows:

Article I Definitions; Construction

Section 1.01. Definitions. As used in this Agreement, the following terms shall have the following meanings, unless the context or use clearly indicates another meaning or intent:

"*Agreement*" means this Intergovernmental Agreement, as the same may be amended from time to time.

"*Business Day*" means any day other than a Saturday, Sunday, or legal holiday.

"*BCEO*" means the Butler COUNTY Engineer's Office, an elected office located in the County.

"*Construction Phase*" means the activities, services and/or work items, including, but not limited to, the award of a construction services contract for the Construction Phase work, which will be performed and managed by and through the TID unless otherwise determined by the Parties, in cooperation with ODOT and the BCEO, as may be required to construct the Project in accordance with plans, specifications, and documents on file with the TID, the TOWNSHIP, ODOT and the BCEO, and which is currently not expected to commence prior to calendar year 2027.

"*COUNTY*" means the County of BUTLER, a county and political subdivision of the State.

"*COUNTY Pledge Amount*" means the COUNTY'S funding commitment towards the cost to undertake the Construction Phase of the Project, to be provided from available County revenue sources in an amount of Ten Million Dollars and no cents (\$10,000,000.00), as is required to procure an award of TRAC Funding and for costs of the Construction Phase, so as to undertake construction of the Project. In the event any OKI funding is procured by efforts of the COUNTY in collaboration with the TID for a portion of the required Construction Phase costs, a dollar-for-dollar credit to the COUNTY shall be applied to reduce the COUNTY Pledge Amount accordingly.

"*Day*" means a calendar day, unless specifically designated as a Business Day.

"*Effective Date*" has the meaning given to such term in the introductory paragraph of this Agreement.

"*Millikin / I-75 Interchange Improvement Project*" or the "*Project*" means the Millikin/I-75 (BUT-IR75-8.51) Interchange Improvement Project PID 113647 and has the meaning given to such term in Recital D. and further described and set forth in the plans and documents on file with the TID, the TOWNSHIP, ODOT and the BCEO.

"*ORC*" means the Ohio Revised Code, as the same may be amended from time to time.

"*Party*" means, individually, either the COUNTY, TOWNSHIP, or the TID; and "*Parties*" means, collectively, the COUNTY, TOWNSHIP, and the TID.

"*State*" means the State of Ohio.

"*Term*" has the meaning given to such term in Section 4.01.

"*TID*" means The Butler County Transportation Improvement District, a transportation improvement district and a body both corporate and politic created by the Board of County Commissioners pursuant to ORC § 5540.02.

"*TID Board*" means the Board of Trustees of the TID.

"*TOWNSHIP*" means Liberty Township, Butler County, Ohio, a political subdivision of

the State.

TOWNSHIP Pledge Amount means the TOWNSHIP funding commitment towards the cost to undertake the Construction Phase of the Project, to be provided from available TOWNSHIP revenue sources in an amount of Ten Million Dollars and no cents (\$10,000,000.00), required to procure an award of TRAC Funding and for costs of the Construction Phase, so as to undertake construction of the Project.

"Township Trustees" means the Board of Trustees of the TOWNSHIP.

"TRAC" means the ODOT Transportation Review Advisory Council, established pursuant to ORC § 5512.07, to help the Ohio Department of Transportation (ODOT) develop and modify a project selection process which approves funding for the development and construction of ODOT's Major New Capacity Program, which program now includes the Project.

"TRAC Funding" means the TRAC funding commitments obtained by the TID, which includes: One Million Five Hundred Thousand Dollars and no cents (\$1,500,000.00) approved by the TRAC for preliminary engineering and design work, and another Nine Million Dollars and no cents (\$9,000,000.00) for Project right of way work, which amounts have been approved by the TRAC and any additional amounts committed by TRAC for the Construction Phase of the Project, which the TID expects to apply for on or about May of 2025.

Section 1.02. References to Parties. Any reference in this Agreement to the TOWNSHIP, the COUNTY or the TID, or to any officers of the TOWNSHIP, the COUNTY or the TID, includes those entities or officials succeeding to their functions, duties, or responsibilities pursuant to or by operation of law or lawfully performing their functions.

Section 1.03. Statutory References. Any reference in this Agreement to a section or provision of the Constitution of the State, or to a section, provision, or chapter of the ORC shall include such section, provision, or chapter as modified, revised, supplemented, or superseded from time to time; provided, however, that no amendment, modification, revision, supplement, or superseding section, provision, or chapter shall be applicable solely by reason of this Section if it constitutes in any way an impairment of the rights or obligations of the TOWNSHIP, the COUNTY or the TID under this Agreement.

Section 1.04. Adverbs; Other References. Unless the context indicates otherwise, the terms "hereof," "hereby," "herein," "hereto," "hereunder," and similar terms used in this Agreement refer to this Agreement; and, unless otherwise indicated, references in this Agreement to articles, sections, subsections, clauses, exhibits, or appendices are references to articles, sections, subsections, clauses, exhibits, or appendices of this Agreement.

Section 1.05. Number and Gender. All terms and words used in this Agreement, regardless of the number and gender in which they are used, shall be deemed and construed to include any other number (singular or plural) and any other gender (masculine, feminine, or neuter) as the context or sense of this Agreement or any article, section, subsection, or clause herein may

require, the same as if such words had been fully and properly written in the appropriate number and gender.

Section 1.06. Captions. The captions or headings at the beginning of each article and section of this Agreement are merely guides or labels for the convenience of the Parties to assist in identifying those articles and sections, are not intended to be a part of the context of this Agreement, and shall not be deemed to modify, to explain, to enlarge, or to restrict any of the provisions hereof

Section 1.07. Ambiguity. The Parties have participated jointly in the negotiation and drafting of this Agreement. Should any ambiguity or question of intent or interpretation arise with respect to any provision of this Agreement, including any exhibit hereto, this Agreement shall be construed as if drafted jointly by the Parties, and no presumption or burden of proof shall arise favoring or disfavoring either Party by virtue of the authorship of any of the provisions of this Agreement.

Section 1.08. Severability. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law; but, if any provision of this Agreement shall be prohibited by or invalid under applicable law, such provision shall be ineffective to the extent of such prohibition or invalidity, without invalidating the remainder of such provision or the remaining provisions of this Agreement.

Article II Scope of Agreement

Section 2.01. Cooperation and Consent. The COUNTY, TID, and the TOWNSHIP have acknowledged and agreed that the Parties will continue to coordinate and cooperate to the greatest extent practical in the development, funding and construction of the Project, including the commitment of the COUNTY Pledge Amount and the TOWNSHIP Pledge Amount required to procure TRAC Funding required to commence the Construction Phase of the Project, and as set forth herein.

Section 2.02. General Agreement Regarding the Construction Phase. The Parties acknowledge and agree as follows:

- (a) The TID and the TOWNSHIP will continue to advance the ongoing phases of Project work, in coordination with ODOT and the BCEO in preparation for the Construction Phase. Moreover, the TID agrees, in coordination and collaboration with the TOWNSHIP, ODOT, and the COUNTY/BCEO, to pursue the TRAC Funding for Construction Phase, in such amounts as determined necessary, appropriate and feasible, and any other funding sources that may be identified as feasible and appropriate. The Parties acknowledge and agree that the likelihood of success of such an application for TRAC Funding for the Construction Phase is dependent upon the commitments set forth here of both the COUNTY Pledge Amount and the TOWNSHIP Pledge Amount.
- (b) The COUNTY agrees to provide to the TID the COUNTY Pledge Amount prior to the TID commencing the Construction Phase, which is contingent upon procurement of the requisite TRAC Funding and further at such time, following announcement by TRAC of

an award of such funding, as thereafter specified and set forth by the TID in a written notice delivered to the COUNTY, which notice shall be provided no less than 180 days prior to said specified date for remittance of the COUNTY Pledge Amount.

- (c) The TOWNSHIP agrees to provide to the TID the TOWNSHIP Pledge Amount prior to the TID commencing the Construction Phase, which is contingent upon procurement of the requisite TRAC Funding and at such time, following announcement by the TRAC of an award of such funding, as specified and set forth by the TID in a written notice delivered to the TOWNSHIP, which notice shall be provided no less than 180 days prior to said specified date for remittance of the TOWNSHIP Pledge Amount.
- (d) The TID agrees to administer and manage the Construction Phase, unless otherwise determined by the Parties, in coordination and collaboration with the TOWNSHIP, COUNTY/BCEO and ODOT, and perform all the related responsibilities thereby required or appropriate, including, but not limited to, the management, administration and performance of activities as required, including retention of a qualified construction services firm(s) to perform the required work for the Construction Phase, however, the TID's obligation to do so is expressly conditioned upon receipt by the TID of the COUNTY Pledge Amount, the TOWNSHIP Pledge Amount and procurement of additional Project Funding determined to be required by the TID, through the TRAC and any other appropriate available sources, prior to the initiation of the Construction Phase by the TID.

Section 2.03. Relationship of the Parties.

- (a) Neither this Agreement nor the relationship among the Parties established pursuant to this Agreement shall constitute or be deemed to be that of a partnership, joint venture, employment, master and servant, or principal and agent. Neither Party shall have any authority to make, and neither Party shall make, any representations, warranties, or statements on behalf of the other Party, and neither Party shall bind, or be liable for the debts or obligations of, the other Party. In the performance of its services hereunder, the TID is and shall at all times be an independent contractor, free and clear of any dominion or control by the other Party, except as specifically provided herein. The number of employees, consultants and contractors used by the TID in the performance of its obligations hereunder, their selection, and the hours of labor and the compensation for services performed shall be reasonably determined by the TID in good faith and in the best interests of the successful completion of the Phase 1 Work. Each Party shall pay, and shall be solely responsible for, its operating expenses, including, but not limited to, the wages of its employees and any and all taxes, licenses, and fees levied or assessed on such Party in connection with or incident to the performance of this Agreement by any governmental agency for unemployment compensation insurance, old age benefits, social security or any other taxes on the wages of such Party, its agents, its employees, and its representatives.
- (b) Nothing in this Agreement shall (1) modify, alter, or impair in any way any pre-existing contractual arrangement or agreement between or among either the TOWNSHIP, COUNTY or the TID or (2) preclude any Party from entering into

other agreements with respect to matters not specifically addressed in this Agreement.

Section 2.04. Extent of Covenants; No Personal Liability. All covenants, obligations, and agreements of the Parties contained in this Agreement shall be effective to the extent authorized and permitted by applicable law. No such covenant, obligation, or agreement shall be deemed to be a covenant, obligation, or agreement of any present or future member, trustee, officer, agent, or employee of any Party in other than his or her official capacity; and neither the or any member of the COUNTY or the TOWNSHIP or any member of the TID, nor any official executing this Agreement shall be liable personally under this Agreement or be subject to any personal liability or accountability by reason of the execution of this Agreement or by reason of the covenants, obligations, or agreements of the Parties contained in this Agreement.

Section 2.05. Liability of the Parties. No Party shall have any liability to another Party for any mistakes or errors in judgment or for any act or omission believed in good faith to be in the scope of authority conferred upon such Party by this Agreement.

Section 2.06. No Third Party Beneficiary. Only the Parties shall have any rights under this Agreement. No other persons or entities shall have any rights under this Agreement or be deemed to be third-party beneficiaries of this Agreement.

Article III Representations and Further Agreements

Section 3.01. Representations of the TID. To induce the TOWNSHIP and COUNTY to enter into this Agreement, the TID represents as follows:

- (a) it is a transportation improvement district and a body both corporate and politic duly organized and validly existing under the laws of the State;
- (b) it has full power and authority to execute and deliver this Agreement and to perform its obligations hereunder;
- (c) the execution, delivery, and performance of this Agreement have been duly authorized by all requisite action on the part of the TID and the TID Board; and this Agreement, when executed and delivered by the TID, will constitute a legal, valid, and binding obligation of the TID; and
- (d) the execution, delivery, and performance of this Agreement do not, and will not, (1) violate any provision of law applicable to the TID or (2) result in a default under any agreement or instrument to which the TID is a party or by which it is bound.

Section 3.02. Representations of the TOWNSHIP. To induce the TID and the COUNTY to enter into this Agreement, the Township Trustees represents to the TID as follows:

- (a) it is the duly constituted and duly elected governing body of the TOWNSHIP under the laws of the State;

- (b) it has full power and authority to execute and to deliver this Agreement and to perform its obligations hereunder;
- (c) the execution, delivery, and performance of this Agreement have been duly authorized by all requisite action on the part of the TOWNSHIP; and this Agreement, when executed and delivered by the Township Trustees, will constitute a legal, valid, and binding obligation of the TOWNSHIP;
- (d) the execution, delivery, and performance of this Agreement do not, and will not, (1) violate any provision of law applicable to the TOWNSHIP or (2) result in a default under any agreement or instrument to which the TOWNSHIP is a party or by which either the Township Trustees or the TOWNSHIP is bound; and

Section 3.03. Representations of the COUNTY. To induce the TID and the TOWNSHIP to enter into this Agreement, the Board of County Commissioners represents to the TID as follows:

- (a) it is the duly constituted and duly elected governing body of the COUNTY under the laws of the State;
- (b) it has full power and authority to execute and to deliver this Agreement and to perform its obligations hereunder;
- (c) the execution, delivery, and performance of this Agreement have been duly authorized by all requisite action on the part of the Board of County Commissioners; and this Agreement, when executed and delivered by the COUNTY, will constitute a legal, valid, and binding obligation of the COUNTY;
- (d) the execution, delivery, and performance of this Agreement do not, and will not, (1) violate any provision of law applicable to the COUNTY or (2) result in a default under any agreement or instrument to which the COUNTY is a party or by which either the COUNTY is bound; and

Section 3.04. Good Faith and Fair Dealing. The Parties hereby acknowledge that this Agreement imposes upon each of them a duty of good faith and fair dealing in its implementation.

Section 3.05. Notice of Disagreement. The Parties acknowledge and agree that the performance of each Party's duties and obligations contained herein is to be undertaken in a mutual and cooperative fashion, and, to ensure such cooperative effort, each Party agrees promptly to notify the other of disagreements arising hereunder and to act in good faith to promptly resolve such disagreements.

Section 3.06. Assignment. No Party may assign this Agreement, in whole or in part, voluntarily or involuntarily, by operation of law, or otherwise, without the prior written consent of the other Party, which consent shall not unreasonably be withheld.

Section 3.07. Amendment; Waiver. This Agreement may not be modified, altered, amended, or discharged, or any rights hereunder waived, except by an instrument in writing

executed by all Parties. No waiver of any term, provision, or condition of this Agreement, in any one or more instances, shall be deemed to be, or construed as, a further or continuing waiver of any such term, provision, or condition or as a waiver of any other term, provision, or condition of this Agreement.

Article IV Term

Section 4.01. Term. This Agreement shall become effective on the Effective Date. Unless sooner terminated pursuant to the mutual agreement of all the Parties, the term of this Agreement shall be for the period from and after February 10, 2025, to and including December 31, 2030 (the "Term"), unless otherwise extended by the Parties.

Section 4.02. Waiver of Breach. No waiver by any Party will be effective unless it is in writing and then only to the extent specifically stated and agreed to by all Parties. No failure on the part of any Party to exercise, and no delay in exercising, any right, power, or remedy hereunder shall operate as a waiver thereof; nor shall any single or partial exercise of any such right, power, or remedy by any Party preclude any other or further exercise thereof or the exercise of any other right, power, or remedy. Failure of any Party to demand strict performance of the provisions of this Agreement by any other Party, or any forbearance by any Party in exercising any right or remedy hereunder or otherwise afforded by law, shall not constitute a waiver by such Party of any provision of this Agreement.

Section 4.03. Force Majeure. In the event a Party shall be delayed or hindered or prevented in the performance of any duty or obligations required under This Agreement by reason of strike, lockout, inability to procure labor or materials, failure of power, fire, or acts of God, epidemics or pandemics, including but not limited to any further conditions arising out of the Covid-19 pandemic, quarantine, restrictive governmental laws or regulations, governmental preemption in connection with a national, state or local emergency, governmental or quasi-governmental order or any emergency order, civil disorder, , riots, insurrection, war or any other reason not within the reasonable control of the Party (each an event of "Force Majeure"), then the performance of such duty or obligations shall be excused for a period of such delay and the period for the performance of any such act shall be extended for a period equivalent to the period of any such delay.

Article V Miscellaneous

Section 5.01. Time is of the Essence. Time is of the essence in the compliance with the terms and conditions of this Agreement. Whenever, under the terms of this Agreement, the time for performance falls on a Day other than a Business Day, such time for performance shall be on the next Business Day.

Section 5.02. Notices.

- (a) Except as otherwise provided herein, any notice provided for in this Agreement shall be in writing and shall be deemed to have been duly given as follows:

- (1) upon receipt, when delivered personally to a Party at its address as hereinafter set forth; or
 - (2) one Business Day after being delivered to a reputable overnight courier service, prepaid, marked for next-day delivery to a Party at its address as hereinafter set forth; or
 - (3) on the third Business Day after being mailed by United States mail, registered or certified, return receipt requested, postage prepaid, addressed to a Party at its address as hereinafter set forth; or
 - (4) upon confirmation of receipt by telephone at the number specified for confirmation, if sent by facsimile transmission to a Party at its facsimile number as hereinafter set forth.
- (b) All notices to be given to the TID pursuant to this Agreement shall be sent to the TID at the following address:
- The Butler County Transportation Improvement District
Attn: Daniel J. Corey, Director
1921 Fairgrove Avenue
Hamilton, OH 45011
Electronic Mail: Danc@betid.org
- (c) All notices to be given to the TOWNSHIP pursuant to this Agreement shall be sent to the TOWNSHIP at the following address:
- Liberty Township
Attn: Caroline McKinney, Administrator
5021 Winners Circle Drive
Liberty Township OH 45011
Electronic Mail: cmckinney@liberty-township.com
- (d) All notices to be given to the COUNTY pursuant to this Agreement shall be sent to the COUNTY at the following address:
- Butler County
Attn: Judi Boyko, Administrator
315 High Street
Hamilton, OH 45011
Electronic Mail: Judi.Boyko@bcOhio.gov
- (e) Any Party may at any time change its address and/or electronic mail address for such notices, requests, demands, or statements by giving the other Parties written notice thereof in accordance Section 5.02(a) hereof.

Section 5.03. Governing Law; Jurisdiction and Venue. This Agreement shall be governed

by the laws of the State of Ohio in all respects, including matters of construction, validity, and performance.

Section 5.04. Entire Agreement. This Agreement (including the recitals and exhibits hereto, which are by this reference incorporated herein and made a part hereof) sets forth all understandings between the Parties respecting the subject matter of this transaction, and all prior agreements, understandings, and representations, whether oral or written, representing this subject matter are merged into and superseded by this written Agreement. No course of prior dealings among the Parties and no usage of trade shall be relevant or admissible to supplement, to explain, or to vary any of the terms of this Agreement.

Section 5.05. Binding Effect. This Agreement, and the terms, covenants, and conditions hereof, shall be binding upon and inure to the benefit of the Parties and, subject to the prohibitions of assignment set forth herein, their respective administrators, successors, and assigns.

Section 5.06. Counterparts; Electronic Delivery. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. It shall not be necessary in proving this Agreement to produce or account for more than one of those counterparts. The terms of this Agreement are hereby agreed to by all Parties, as shown by the signatures of representatives of each. Each party represents that the signatories hereto have been duly authorized to execute this Agreement on behalf of the Party. The delivery of a signed copy of this Agreement by e-mail transmission in Portable Digital Format (pdf) shall constitute effective execution and delivery of this contract as to the Parties; and will create a valid and binding obligation of the party executing (or on whose behalf such signature is executed) with the same force and effect as if such electronically transmitted signature page were an original agreement. Signatures of the Parties to this Agreement copied or scanned and transmitted electronically will be deemed to be their original signatures for all purposes. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. It shall not be necessary in proving this Agreement to produce or account for more than one of those counterparts.

IN WITNESS WHEREOF, this Intergovernmental Agreement has been duly executed and delivered for, in the name of, and on behalf of the Parties by their duly authorized officers, all as of the Effective Date.

TOWNSHIP:

**THE BOARD OF TRUSTEES OF
LIBERTY TOWNSHIP
BUTLER COUNTY, OHIO**

BY:


Township Administrator

TID:

**THE BUTLER COUNTY
TRANSPORTATION
IMPROVEMENT DISTRICT**

BY:


Director

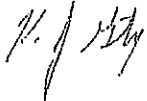
BUTLER COUNTY:

IN EXECUTION WHEREOF, the BOARD OF COUNTY COMMISSIONERS of BUTLER County, Ohio has caused this IGA to be executed by Judi Boyko, County Administrator, on the date stated below, pursuant to action of the Board on January 24, 2025.

**BOARD OF COUNTY COMMISSIONERS
OF BUTLER COUNTY, OHIO**

SIGNATURE: Judi Boyko
PRINTED NAME: Judi Boyko
TITLE: County Administrator
DATE: Jan 23, 2025

Approved as to form:



1/23/2025

Kevin Gerrity
Assistant Prosecuting Attorney,
Chief Civil Division



George F. Lang
Senate Majority Whip
4th District

Ohio Senate
Senate Building
1 Capitol Square
Columbus, Ohio 43215
(614) 466-8072
Lang@ohiosenate.gov

Committees:

Finance
Rules and Reference
JCARR
Financial Institutions, Insurance and Technology
Energy
Small Business and Economic Opportunity
Workforce Development

May 22, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

RE: I-75 and Millikin Road Interchange (PID 113647); BUT IR 75 8.50

Dear Director Boratyn and TRAC Members,

It is my pleasure to write in support of the Butler County Transportation Improvement District (TID) application for the Millikin Interchange project – Future Exit 24 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio. This project is a top priority in my district and will open one of the largest tracts of land, roughly 750 acres, for jobs and commerce development in Southwest Ohio. Situated half-way between Cincinnati and Dayton this interchange project is essential to growing and propelling Ohio forward and attracting the transformative economic development the State of Ohio rightly prioritizes.

The Millikin Interchange has robust local and state support. We're grateful for the strong support TRAC has provided to earlier phases. Additionally, last year we secured \$8.5M in the General Assembly's allocation from the state's One Time Strategic Community Investment Fund (OTSCIF). In addition to the State's most recent investment and prioritization of the Millikin Interchange our local stakeholders continue to lead the way as well. Earlier this year Liberty Township and Butler County each pledged \$10M to the Millikin Interchange project. Also, the Butler County TID, Commission, and Liberty Township signed an intergovernmental agreement allocating nearly \$3M for additional key infrastructure needs at the Interchange.

The Millikin Interchange will be a catalyst for economic growth in Butler County. Improved access to this land will maximize development opportunities along I-75, driving investment, job creation, and long-term economic vitality for Butler County, the Cincinnati region and the State of Ohio.

Please accept this letter of support for the Butler County TID's TRAC application to help fund the construction phase of this important regional and state infrastructure project. I look forward to working together to bring new jobs and investment to Southwest Ohio.

Sincerely,

A handwritten signature in blue ink that reads "George Lang".

Ohio Senate District 4

Columbus Office
Vern Riffe Center
77 S. High Street
12th Floor
Columbus, Ohio 43215-6111
(614) 644-5094
Rep46@ohiohouse.gov



Thomas Hall
State Representative

May 28th, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

Dear Director Boratyn and TRAC Members:

I'm pleased to wholeheartedly support the Butler County Transportation Improvement District (TID) application for the Millikin Interchange project – Future Exit 24 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio. This project is the top priority in my district and will open almost 800 acres, one of the largest tracts of land in the region, for jobs and commerce development in Southwest Ohio. Situated right in the middle of the Cincinnati and Dayton metros this project is essential to propelling Ohio forward and attracting the transformative economic development our state rightly prioritizes.

We are grateful for the strong support of TRAC has provided in earlier phases and I believe further investment from TRAC is not only essential but an excellent use of taxpayer funds, especially when you consider:

- I-75 is one of the most critical North-South arteries in our nation for commerce and the Southwest Ohio corridor, with strong growth, is an integral component.
- The Millikin Interchange has robust local support. Earlier this year Liberty Township and Butler County each pledged \$10M to the Millikin Interchange project. Also, the Butler County TID, Commission, and Liberty Township signed an intergovernmental agreement allocating nearly \$3M for additional key infrastructure needs at the Interchange.
- Last year we secured \$8.5M in the General Assembly's allocation from the state's One Time Strategic Community Investment Fund (OTSCIF).

As you know, there is amazing growth happening across Butler County. I believe our growth is a direct result of the family first, pro-business principles policymakers, at all levels, work towards on behalf of our constituents. That's why I'm excited to share my support of the TID's TRAC funding request. This project is a top priority not only in my house district but for the region, the state, and frankly for our infrastructure nationally. I look forward to working together to bring new jobs and investment to Southwest Ohio.

Sincerely,

State Representative Thomas Hall
District 46

COMMISSIONER
Donald L. Dixon

COMMISSIONER
Cindy Carpenter

COMMISSIONER
T.C. Rogers

COUNTY ADMINISTRATOR
Judi Boyko

315 High Street, 6th Floor
Hamilton, Ohio 45011

513.887.3247

www.bcoho.us



May 27, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

SUBJECT: I-75 AND MILLIKIN ROAD INTERCHANGE (PID 113647) BUT IR 75 8.50

Dear Director Boratyn and TRAC Members:

The Board of Commissioners Butler County, Ohio wishes to express its support for the Butler County Transportation Improvement District's 2025 grant application to the Ohio Department of Transportation – Transportation Review Advisory Committee (TRAC). The Butler County TID is requesting funds to support the construction phase of the Millikin Interchange project – Future Exit 26 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio.

The transformational project will ensure the existing roadway network is adequate to meet current and future traffic demands; will enhance mobility to support planned community growth and development; and will relieve congestion currently experienced due to the constantly emerging growth in and around the area.

This project has the potential to stimulate economic activity in Liberty Township and surrounding Butler County. Roadway infrastructure is needed to access nearly 750 acres of currently underutilized property, encouraging jobs and commerce and creating more efficient mobility to ensure commercial vitality and community sustainability.

Butler County is grateful to the TRAC Board for the previous investments in support of the Millikin Interchange. Local commitment and prioritization are strong for this project. Earlier this year, the Butler County Commissioners and the Liberty Township Board of Trustees committed \$10.0M each to the construction of the Interchange.

Please accept this letter of support for the Butler County Transportation Improvement District's 2025 TRAC grant application for the construction phase of the Millikin Interchange. The Board is eager to collaborate to bring new jobs and investment to Butler County and the State of Ohio.

Respectfully,


TC Rogers
Vice President


Cindy Carpenter
Commissioner



GREGORY J. WILKENS, P.E., P.S. BUTLER COUNTY ENGINEER

May 28, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

RE: I-75 and Millikin Road Interchange (PID 113647) BUT IR 75 8.50

Dear Director Boratyn and TRAC Members:

I am writing this letter to express my support of the Butler County Transportation Improvement District's (TID) application for the Millikin Interchange project – Future Exit 26 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio. Situated halfway between Cincinnati and Dayton, this Interchange project will ease traffic congestion in a high-growth area of Butler County and open approximately 750 acres of land along the I-75 corridor, providing opportunities to attract transformative economic development projects to Southwest Ohio.

We are grateful for the strong support TRAC has provided for the Millikin Interchange project's earlier phases, as well as the \$8.5 million secured from the State's One Time Strategic Community Investment Fund (OTSCIF). In addition to the State's most recent investment and prioritization of the Millikin Interchange, our local stakeholders continue to lead the way. Earlier this year, the Liberty Township Trustees and the Butler County Commissioners each pledged \$10 million to the Millikin Interchange project's construction phase. Moreover, the Butler County TID, Commission, and Liberty Township previously signed an intergovernmental agreement allocating nearly \$3 million for additional key infrastructure needs at the Interchange.

The Millikin Interchange will be a catalyst for economic growth in Butler County. Improved access to this land will maximize development opportunities along I-75, driving investment, job creation, and long-term economic vitality for Butler County, the Cincinnati region, and the State of Ohio. For these reasons, the Butler County Engineer's Office fully supports the TID's TRAC application for the construction phase of the Millikin Interchange project, a top priority for Butler County.

Sincerely,

A handwritten signature in blue ink that reads "Greg Wilkens".

Greg Wilkens, P.E., P.S.
Butler County Engineer



May 20, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224
RE: I-75 and Millikin Road Interchange (PID 113647)
BUT IR 75 8.50

Dear Director Boratyn and TRAC Members:

We are submitting this letter of support for the Millikin Interchange project – Future Exit 26 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio. This project has been a top priority for our community for more than a decade. It has the potential to be a transformative project for the State of Ohio as it will open up more than 750 acres for jobs and commerce development in Southwest Ohio. Situated half-way between Cincinnati and Dayton, this interchange project is essential to growing and propelling Ohio forward.

We are grateful to the TRAC Board for the previous investments made to support the project's earlier phases. Our team has worked diligently to identify additional funding sources and are proud of the \$8.5M One Time Strategic Community Investment Fund (OTSCIF) grant received in 2024 with the help of Ohio Senator George Lang. We have also recently completed several federal applications requesting congressionally directed spending dollars to support the Millikin Interchange project.

Locally, we are committed to bringing the Millikin Interchange to fruition. Earlier this year, we - the Liberty Township Board of Trustees - and the Butler County Commissioners committed \$10M each to the construction phase of the project. The new interchange will be a catalyst for economic growth in Butler County and along the I-75 corridor. Improved access to this land will maximize development opportunities along I-75, driving investment, job creation, and long-term economic vitality for the Cincinnati-Dayton region and State of Ohio.

Sincerely,

Tom Farrell
President

Steve Schramm
Vice President

Todd Minniear
Trustee



3 East Fourth Street
Suite 301
Cincinnati, Ohio 45202
513.562.8474
www.REDICincinnati.com

May 22, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

RE: I-75 and Millikin Road Interchange (PID 113647)
BUT IR 75 8.50

Dear Director Boratyn and TRAC Members:

REDI Cincinnati supports the Butler County Transportation Improvement District's 2025 TRAC application to advance the Millikin Interchange project—Future Exit 26 at I-75 and Millikin Road in Liberty Township. This project will unlock over 750 acres for job creation and commercial development, offering transformative economic impact for southwest Ohio.

Improved infrastructure will enhance mobility, support job growth, and create a strong inventory of sites for domestic and international business investment. Aligned with REDI Cincinnati's need for developable sites, we are optimistic about the opportunities this critical infrastructure project will create to maximize development along I-75.

Please accept this letter of support for the Butler County Transportation Improvement District's 2025 TRAC grant application for the construction phase of the Millikin Interchange project. We look forward to working together to bring new jobs and investment to southwest Ohio and state of Ohio.

Sincerely,

A handwritten signature in black ink that reads "Kimm Lauterbach".

Kimm Lauterbach
President and CEO



One Medical Center Dr.
Middletown, Ohio 45005
atriummedcenter.org

May 27, 2025

Director Pamela Boratyn
Transportation Review Advisory Council (TRAC)
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43224

RE: I-75 and Millikin Road Interchange (PID 113647)
BUT IR 75 8.50

Dear Director Boratyn and TRAC Members:

Premier Health is submitting this letter of support for the construction phase of the Millikin Interchange project – Future Exit 26 at I-75 and Millikin Road in Liberty Township, Butler County, Ohio. We understand the Butler County Transportation Improvement District is working in partnership with Liberty Township, Butler County, the Butler County Engineer’s Office and ODOT on this important regional project.

Roadway infrastructure is needed to access nearly 750 acres recently rezoned to a new commercial zoning district (Millikin Innovation District) which encourages jobs and commerce development. The new interchange will also create more efficient mobility to ensure commercial vitality and community sustainability.

Premier Health is the largest comprehensive health system in Southwest Ohio with an extensive network of hospitals, medical organizations and physicians. In 2018, we purchased 95 acres in the northwest quadrant of the proposed Millikin Interchange area to demonstrate our commitment to growing our network in Butler County. We share the Township’s vision for development at I-75 and Millikin and believe the project to be critical to Premier’s future plans for our site.

Furthermore, a new interchange will enhance the economic vitality of Butler County as well as the Greater Cincinnati and Greater Dayton regions. Please accept this letter of support for the Butler County Transportation Improvement District’s 2025 TRAC grant application for the construction phase of the Millikin Interchange project. We look forward to working together to bring new jobs and investment to Butler County and the State of Ohio.


Sincerely,

John A Brownrigg | System Director of Facility Planning/Construction/Real Estate
Premier Health | 110 N. Main Street, Office 1896, Dayton, OH 45402

OFC: (937) 499-7376 | CELL: (513) 497-4164 | EMAIL: jabrownrig@premierhealth.com



Our Care Lives Here

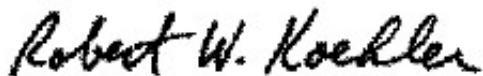
From: Robert Koehler RKoehler@OKI.org 
Subject: RE: BUT IR 75 8.50 (PID 113647) - ODOT TRAC Application - 2025
Date: May 20, 2025 at 10:31 AM
To: Dan Corey danc@bctid.org
Cc: Hetzel, Brianne brianne.hetzel@dot.ohio.gov, Scott Brown (Scott.Brown@dot.ohio.gov) Scott.Brown@dot.ohio.gov

RK

TRAC Members:

On behalf of the OKI Regional Council of Governments I acknowledge the Butler County TID TRAC application for funding the I-75/Millikin interchange project. The project has been in our Metropolitan Transportation Plan for several years. We are encouraged by the progress to date and we ask TRAC to continue to support the project with construction funds.

Respectfully,



Robert W. Koehler, P.E.
Deputy Executive Director

-----Original Message-----

From: Dan Corey <danc@bctid.org>
Sent: Monday, May 19, 2025 7:56 PM
To: Robert Koehler <RKOEHLER@oki.org>
Cc: Hetzel, Brianne <brianne.hetzel@dot.ohio.gov>
Subject: BUT IR 75 8.50 (PID 113647) - ODOT TRAC Application - 2025

Hello Bob,

As you are aware, the BCTID will be submitting a TRAC Application for the Construction Phase of the I-75 and Millikin Interchange (also known as BUT IR 75 8.50 (PID 113647)). As part of the application, the MPO needs to provide a letter of support or acknowledgment for the project.


Therefore, I am requesting that OKI provide either a letter of support or acknowledgment for this application.

Sincerely,

Dan Corey
Director
Butler County Transportation Improvement District

danc@bctid.org

513.431.1229 (m)

From: Suzanne.Enders@dot.ohio.gov 
Subject: RE: BUT IR 75 8.50 (PID 113647) - ODOT TRAC Application - 2025
Date: May 20, 2025 at 10:36 AM
To: Dan Corey danc@bctid.org
Cc: brianne.hetzel@dot.ohio.gov



Dan,

This email serves as the ODOT District 8 acknowledgement of the BCTID's TRAC application for funding for the construction phase of the I-75 and Millikin Interchange (BUT IR 75 8.50 PID 113647.)

Please let us know if there is anything else ODOT D8 can do to support the application.

Thanks,
Suzanne E Enders, P.E.
Capital Programs Administrator
ODOT District 8
D: 513.933.6186 C:859.653.7356



**Department of
Transportation**

From: Dan Corey <danc@bctid.org>
Sent: Monday, May 19, 2025 8:03 PM
To: Enders, Suzanne <Suzanne.Enders@dot.ohio.gov>
Cc: Hetzel, Brianne <brianne.hetzel@dot.ohio.gov>
Subject: BUT IR 75 8.50 (PID 113647) - ODOT TRAC Application - 2025

Hello Suzanne,

As you are aware, the BCTID will be submitting a TRAC Application for the Construction Phase of the I-75 and Millikin Interchange (also known as BUT IR 75 8.50 (PID 113647)). As part of the application, the District needs to provide an acknowledgment for the project.

Therefore, I am requesting that District 8 provide an acknowledgment for this application.

Sincerely,

Dan Corey
Director
Butler County Transportation Improvement District

danc@bctid.org