

ISSUES AND GOALS

The FY 2010 transportation planning program emphasizes the implementation and documentation of the transportation planning activities which will advance the region's ability to meet the future travel needs of the OKI region. To that end, the goals and objectives of the ***OKI 2030 Regional Transportation Plan*** outline the focus of this ***Unified Planning Work Program*** and detail the specific work elements for the year. Work element schedules will vary throughout the fiscal year. Unless otherwise stated work will commence on July 1, 2009 and end June 30, 2010.

Within this context, measures to address the transportation planning issues confronting the OKI region include:

- Continue to implement the recommendations of the *OKI 2030 Regional Transportation Plan* (a.k.a. long range transportation plan)
- Responding to the planning requirements of the Clean Air Act Amendments (CAAA) of 1990, new eight-hour clean air standards and the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and its successor due in September 2009, including land use and congestion management.
- Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).
- Continuation of transportation system management (TSM) activities, and focus on travel demand management (TDM) activities, to improve system efficiency, and to help realize reductions in vehicle miles of travel, congestion, air pollution, and fuel consumption.
- Access management and right-of-way preservation along major roadways in growth areas, and development of access management plans and policies within local jurisdictions.
- Transit planning and coordination of transit services.
- Continuation of planning and deployment of integrated intelligent transportation infrastructure. Maintain the regional ITS Architecture.
- Avocation of smart growth concepts, tools and techniques, and enhanced coordination of local and regional planning, to legitimize and strengthen the linkages between land use planning and the transportation infrastructure.
- Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
- Identification and implementation of safety and/or capacity-enhancing measures through traffic operations improvements at problem locations.
- Continuation of freight planning and improvement in the efficiency of intermodal freight operations.
- Monitoring and surveillance of socioeconomic data and transportation-related data.
- Update and enhancement of the travel demand/air quality model and other analysis tools.

- Promotion of bicycle and pedestrian planning and facility development to enhance mode choice for urban travel needs.
- Provision of educational seminars, workshops, and other training opportunities for representatives of local governments, especially in the areas of transportation planning, traffic engineering, and public process consultation.
- Development and extension of linkages between transportation, tourism, recreation, and economic development to improve the vitality and competitive advantage of the region.
- Development and promotion of scenic byways in the region, in accord with federal, state, and local initiatives.

PROGRAM GOAL

The overall goal for transportation planning is the implementation of balanced and efficient intermodal and multimodal transportation services for the OKI region. More specifically it is the intent of the program to address the goals of the *OKI 2030 Regional Transportation Plan*:

- 1) Improve safety and security
- 2) Improve accessibility and mobility options
- 3) Protect and enhance the environment
- 4) Enhance the integration and connectivity of the transportation system
- 5) Promote efficient system management and operation
- 6) Emphasize the preservation of the existing transportation system
- 7) Support economic vitality
- 8) Involve a broad spectrum of agencies and the public in all aspects of transportation planning

These goals are consistent with the metropolitan planning factors outlined in the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Within the context of these goals, and in consideration of perceived local area needs and OKI's overall role in transportation planning, efforts will be directed toward the following types of activities.

- 1) Maintain a long range transportation plan to serve as a guide for transportation investment and service decisions.
 - Maintain, refine, and update the *OKI 2030 Regional Transportation Plan*, including the travel demand model upon which it is based, in conformance with the requirements of the CAAA and SAFETEA-LU and/or its successor legislation.
 - Consideration of non-motorized modes of travel to increase the number of trips for utilitarian vs. recreation purposes made by bicycling and walking, and to improve the safety and convenience for these modes in the region.
 - Improve the interaction between regional and local planning activities, and strengthen the relationship between land use planning and transportation planning at all levels.
- 2) Maintain current socioeconomic and transportation system inventories and projections.
 - Maintain up-to-date estimates and forecasts of demographic and land use activity for input to transportation planning activities.

- Maintain current transportation system inventory and usage data.
- 3) Evaluate local area transportation problems and develop recommended solutions.
 - Assist units of local government in analyzing the impact of traffic generated by proposed developments and preparing recommendations for street access and traffic control to serve the needs of the proposed development, while preserving the capacity and safety of the public roadways.
 - Assist and encourage units of local government in the development of access management policies and corridor plans, to preserve and protect the functional integrity of the roadway system.
 - Inventory and evaluate traffic operations at problem intersections and formulate recommendations for improvements regarding striping, signage, channelization, signalization and other traffic controls.
 - Inventory and evaluate traffic operations on key segments of existing roadways and develop traffic flow improvement recommendations.
 - Provide technical assistance for the preparation of basic pedestrian, vehicular and/or bicycle circulation plans for small to medium size areas.
 - 4) Prioritize transportation projects to assure project funding and full utilization of federal and state funds.
 - Develop and maintain a biennial Transportation Improvement Program.
 - Conduct a TIP and Plan conformity analysis consistent with the State Implementation Plan for Air Quality as required.
 - 5) Assist in implementation of specific transportation projects.
 - Evaluate local social service agency applications for vehicle purchase under FTA's Specialized Transportation Program (Section 5310).
 - Develop a coordinated transit plan for the region consistent with JARC/New Freedom programs.
 - Assist local communities and other agencies in establishing park-and-ride lots for carpooling, vanpooling, and transit.
 - Assist in the development, implementation, and coordination of bicycle and pedestrian facilities and programs throughout the region.
 - Assist in the planning, programming, and implementation of projects funded by the states under the TEA-21 Transportation Enhancement program.
 - Assist local communities in the planning and development of scenic byways throughout the region.
 - Promote the deployment of an intelligent transportation system (ITS) to improve the transportation system efficiency and management.
 - 6) Provide traffic engineering and transportation planning information and technical assistance in support of development and implementation programs.
 - Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access management, smart growth, roadway financing, right-of-way preservation, site impact studies, traffic control and regulation, bicycle/pedestrian planning and design, and others.
 - Provide transit planning assistance to urban and rural transit systems.

- Provide travel demand forecasts with turning movement projections for KYTC projects.
 - Provide process-related assistance in arranging and conducting public meetings, and in promoting issue identification and understanding, goal-setting and prioritization, and community outreach activities.
 - Provide technical data and assistance to individual transportation corridor and facility studies.
- 7) Improve the efficiency by which goods are transported, transferred among modes, and distributed within and beyond the region.
- 8) Involve a broad spectrum of agencies and the public in all aspects of transportation planning. OKI has a formal public involvement policy.

PRODUCT RESPONSIBILITY

All work will be performed by OKI staff except as noted. Consulting firms are used to supplement staff resources as needed and as noted in the individual work elements and also in the budget tables. Transit section 674 is the responsibility of the respective transit agencies.

SUPPORT AND ASSISTANCE FROM THE STATES

The Ohio Department of Transportation, the Kentucky Transportation Cabinet, and the Indiana Department of Transportation support and assist OKI in many ways, including provision of a district representative, traffic count data, and TIP programming information, all of which are essential to the ongoing planning process.

Transportation Planning Subcategories of this UPWP:

- 601 Short Range Planning
- 602 Transportation Improvement Program
- 605 Surveillance
 - .1 Surveillance
 - .5 Homeland Security
- 610 Transportation Planning
 - .1 System Management
 - .4 Land Use
 - .5 Fiscal Impact
- 625 Transportation Services
 - .2 Participation Plan
- 665 Special Studies
 - x Transit On-Board Survey
 - .1 Regional Freight Study (currently unfunded)
 - .4 Regional Clean Air Program
 - .6 GPS Travel Survey
- 667 .1 RideShare Activities
- 674 Mass Transit Exclusive
 - .1 JARC
 - .2 New Freedom
 - .4 New Freedom Pass Through
 - .5 Southwest Ohio Regional Transit Authority (SORTA)
 - .6 Transit Authority of Northern Kentucky (TANK)
 - .7 Middletown Transit System
 - .8 Clermont Transportation Connection
- 684 Ohio Exclusive
 - .9 Eastern Corridor Study Part B
- 685 Indiana Exclusive
 - .1 Dearborn County Transportation Planning (CPG)
 - .2 Dearborn County Transportation Planning (STP)
- 686 Kentucky Exclusive
 - .3 Safety and Operational Studies
- 695 Unified Planning Work Program
- 697 .1 Transportation Program Reporting
- 710 Environmental
 - .1 Local Water Quality Activities
 - .4 St. Clair Township Zoning
 - .6 Water Quality Program
 - .7 Water Quality Program (Ohio ARRA Funding)
 - .8 Water Quality Program (Indiana ARRA Funding)
 - .9 Water Quality Program (Ohio General Assembly)

720 .1 Mobile Source Emissions Planning
800 Regional Planning Activities

601 – SHORT RANGE PLANNING

OBJECTIVES

To address short-term problems and needs relating to transportation of persons and goods in the OKI region, and to identify actions that present a systematic approach to solving these problems.

To coordinate with units of local government regarding the development and adoption of land use plans, access management plans, thoroughfare plans, zoning ordinances, subdivision regulations, and other governmental controls addressing the relationship between land use planning and transportation planning.

To utilize the transportation planning expertise and resources of the OKI Technical Services staff in providing data, technical assistance and planning services to those responsible, within the public and private sectors, for community development and implementation programs. A major part of this element will be the development and implementation of transportation enhancement projects in the four Ohio counties.

To provide interaction between OKI staff and community planning or citizen organizations, relative to area wide or sub-area level transportation matters.

To provide, through workshop and conference sponsorships, training and support to public and private non-profit agencies to enhance and improve transportation capabilities and resources.

PREVIOUS WORK

Recent examples of short range planning activities include the following:

- Promotion of access management concepts and guidelines as a means of preserving the traffic carrying capacity of major streets and roadways. Based on 2002 revisions to the Ohio Revised Code, accomplished largely through the efforts of OKI staff, three of the four Ohio counties in the OKI Region have now adopted county-wide access management regulations.
- Traffic operations and area circulation studies for intersections, interchanges, roadway segments, small municipalities and proposed new developments. Staff participation on the US 42 traffic study in Kenton County.
- Co-sponsor of the 28th annual Traffic Engineering Workshop in FY09.
- Host of four webinars presented by the Pedestrian and Bicycle Information Center related to bicycle and pedestrian safety and planning.
- Assistance to local governmental entities regarding the implementation of the Transportation Enhancement program, including the administration of OKI's Ohio Urban Area TE Program under SAFETEA-LU.
- Technical assistance to the Clermont Transit Connection, the Middletown Transit System, Butler County Regional Transit Authority, Southwest Ohio Regional Transit Authority, and Transit Authority of Northern Kentucky, regarding provision of transit service and related transit items.
- Review and prioritization of FTA Specialized Transportation Program applications as well as applicant assistance for agencies located in Butler, Clermont and Hamilton Counties.

- Tracking the implementation of the federal Safe Routes To School program and disseminated information to the region with newsletters, presentations, a session at the Traffic Engineering Workshop and participating on the Kentucky Safe Routes to School Network Project advisory committee.
- Technical assistance and support for bicycle policies, plans, programs, and projects for counties, local communities, and bicycling interests. Recent activity in this area includes continued work with the Ohio River Trail Planning Committee, the Miami-2-Miami Coalition, the Williamsburg to Batavia Hike/Bike Trail, the Oxford O-Loop Trail and bike route plan, the Cincinnati-Northern Kentucky Airport Loop Trail, the Little Miami Scenic Trail and the West Fork Mill Creek and Dearborn Trails, all of which have specific projects under active development.
- Participation in Cincinnati Bicycle/Pedestrian Advisory Committee meetings for several years.
- Participation in the Cincinnati/Hamilton County Bicycle Friendly Community steering committee to apply for recognition under the League of American Bicyclists program.
- Updated the "Wanna Bike?" brochure which describes popular bicycling facilities and publications, and the Cincinnati Bike Route Guide used for commuter route selection.
- Continued publication and distribution of the OKI Bicycle E-Info News providing regionally relevant information about bicycling issues, projects and programs to a list of over 250 recipients.
- Other major planning for bicycle and pedestrian travel include:
 - The OKI Regional Bicycle Plan updated in 2008, includes new guidelines for Complete Streets.
 - The OKI Regional Pedestrian Plan updated in 2004.
 - The OKI county Bike Route Guides updated in 2003 (KY) and 2005 (OH).

METHODOLOGIES

- 1) Traffic Operations Analyses - Work activities will be directed toward efforts to evaluate specific problem intersections and short roadway segments using such standard references as the Highway Capacity Manual, the Manual on Uniform Traffic Control Devices, the AASHTO Green Book, the AASHTO Guide for the Development of Bicycle Facilities, the FHWA Selecting Roadway Design Treatments to Accommodate Bicycles, or the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, as appropriate. Multimodal or mode specific recommendations will be developed for improvements such as signage, striping, signalization and channelization.
- 2) Access Management - Activities will be directed toward the continued promotion of access management and right-of-way preservation, including assistance to local governments in developing and implementing access management plans and Policies.
- 3) Bicycle/Pedestrian Planning - Activities will include regional bike/ped planning, facilitating improvements for cyclist and pedestrian travel and safety, and programming financial resources. Staff will continue to monitor and provide technical assistance regarding bicycle and pedestrian travel to enhance the multi-modal transportation system of the region. Special emphasis areas include providing bike/ped opportunities through the recently adopted complete streets approach as applied to TIP project selection, corridor studies and trails and greenways planning. Bikeway and sidewalk opportunities will be identified for

projects proposed for the TIP to pursue the protection and improvement of roads for bicycling and walking. Staff will investigate a procedure for evaluating the level of service for bicycling on area roads including identifying physical criteria and specifications, adapting a digital model to calculate ratings and applying it to selected roads in the region. The Kentucky Bike Route Guides, prepared in 2002, will be updated in FY10, possibly including Dearborn County, Indiana. Data collection efforts to support bike/ped planning will continue and will be performed consistent with industry standards.

- 4) Transportation Enhancements - The SAFETEA-LU legislation provides that 10% of each state's Surface Transportation Program funds must be set aside for Transportation Enhancement projects. Under ODOT policy guidelines, OKI administers an Urban Area TE Program for the four Ohio counties. OKI will continue to actively seek projects with merit, and will work to achieve clear definition of these projects, as well as evidence of strong local support, before funding commitments are made. OKI will also assist applicants through the implementation process.
- 5) Safe Routes To School – Activities will include monitoring the federal SAFETEA-LU Safe Routes to School program and its implementation. Staff will also monitor the guidelines developed by the Ohio, Kentucky and Indiana departments of transportation for funding, administration and their application to local projects in communities around the OKI region. Information regarding the program will be disseminated to local governments, and technical assistance will be provided on request. Staff will continue as a member of the advisory committee for the Kentucky Safe Routes to School State Network Project.
- 6) Educational Outreach - OKI will arrange and conduct one or more educational seminars designed specifically to meet the needs of local implementing agencies. This element includes a Traffic Engineering Workshop. Continue distribution of bicycle and pedestrian planning, facility and safety information through the electronic E-Bike Newsletter.
- 7) Miscellaneous Technical Assistance - Provide assistance to citizens, local governments, and other organizations by performing services such as dissemination of socio-economic, land use, transportation planning and traffic data; and staff participation as a professional technical resource in meetings and hearings.
- 8) Transit Planning Assistance - Over the years, OKI has provided assistance to the public transit systems for planning activities. Specific efforts will be directed toward the provision of planning services including financial planning, privatization, route analysis, service changes and coordination, and human services transportation coordination as required under SAFETEA-LU. Staff will present transit TIP amendments as needed to the OKI Board of Directors/Executive Committee.
- 9) Specialized Transportation Service Planning - Planning for transportation elderly and disabled services will continue. First, assistance will be provided to local non-profit agencies in developing applications for vehicles under FTA'S Specialized Transportation Program (Section 5310), including a workshop to review application procedures. This effort will also include evaluating the applications using ODOT and locally-developed criteria and presenting the findings to OKI's Intermodal Coordinating Committee for concurrence. Second, coordination efforts will continue as appropriate with the elderly and disabled community, transit operators, social service agencies, local units of government, and taxi and paratransit operators to improve, expand and coordinate the provision of specialized transportation services, including compliance with the Americans with Disabilities Act. Staff also conducts

annual inspections of vehicles awarded through past programs to agencies in the region.

PRODUCTS

- 1) Documentation supporting traffic operations improvement recommendations on problem intersections and roadway segments, or relating to analyses and recommendations involving other travel modes or conditions. (as appropriate)
- 2) Assistance to local governments in the development and implementation of access management plans and programs. (as appropriate)
- 3) Assistance in development and implementation of local and multi-jurisdictional bicycle/pedestrian plans. Includes guidance of work on feasibility studies and analyses for active trail projects and on-street facilities. Also includes assessment of funding opportunities and constraints for bicycle and pedestrian facilities, and inclusion of appropriate bike/ped treatments in projects added to the TIP in accordance with the OKI complete streets approach. An updated OKI Bike Route Guide for the three northern Kentucky counties and, optionally, Dearborn County, Indiana. Maintenance of a traffic count database for selected locations of cyclist and pedestrian travel will be continued. Application of a model for assessing roadway level of service for bicyclists with tested applications and evaluation for selected roads. (6/10)
- 4) Administration of OKI's Urban Area Transportation Enhancement Program. (6/10)
- 5) Assistance to local governments and advocacy organizations in developing Safe Routes to School programs (as appropriate).
- 6) Participation in the annual transportation planning/traffic engineering seminar. Publication of the periodic electronic newsletter on regional bicycle and pedestrian issues. Presentation of related professional webinar sessions for practitioners and local officials. (as appropriate)
- 7) Distribution of miscellaneous data products, census materials, bike, mapping, safety products including OKI's "Wanna Bike?" brochure to citizens and public and private organizations. (6/10)
- 8) Transit planning assistance to any of the transit systems in the OKI Region consistent with identified needs, including Human Services Transportation Coordination as required under SAFETEA-LU. (as appropriate)
- 9) Evaluated Specialized Transportation Program applications and annual inspections of vehicles sponsored by the program. (6/10)

OBJECTIVE

To develop an effective, staged multi-year program that identifies and prioritizes transportation improvements. Projects are to be consistent with transportation plans and studies emanating from the urban transportation planning process, and the program is fiscally and air quality constrained.

PREVIOUS WORK

The OKI Board of Directors adopted the FY 2008 - 2011 Transportation Improvement Program (TIP) in April 2007. The Funding Application and Instructions for OKI Sub-allocated STP, CMAQ and SNK Federal Funds, was revised in January 2008 to add or revise several factors used in ranking projects for Ohio, Kentucky and Indiana projects. The Prioritization Subcommittee reviews the applications and makes recommendations to the Intermodal Coordinating Committee (technical advisory committee), which makes recommendations to the OKI Board of Directors/Executive Committee.

METHODOLOGIES

- 1) The TIP is a planning document that provides a complete listing of all intended federally funded or regionally significant transportation projects for a four-year period. The TIP is normally prepared once every two years, in conjunction with requests from ODOT, KYTC and INDOT. The FY 2010 – 2013 TIP was anticipated to be developed during fiscal year 2009; however, in the fall of 2008 ODOT informed the MPO's that the development of the next TIP would be delayed at least a year. Staff continues to monitor projects in the TIP and attends highway review meetings conducted by ODOT, KYTC and INDOT. Staff works with ODOT-District 8 to lock-down projects for the upcoming fiscal year and INDOT-Seymour District for Early Consultation of highway projects planned for Dearborn County. (INDOT work conducted under 685.1,2)
- 2) The TIP is a dynamic document that requires several amendments during a fiscal year. Staff remains responsive to the needs of the program and prepares amendments and administrative modifications to the TIP as needed. The OKI Intermodal Coordinating Committee (ICC) reviews TIP amendments and made recommendations to the OKI Executive Committee or the Board of Directors. The ICC approves TIP Administrative Modifications as outlined in OKI Resolution 2008-15 adopted by the Board of Directors on April 10, 2008.
- 3) Continue to refine the web-based tools that allow the public to search the OKI TIP in an interactive manner. The online TIP (TIP on demand) was maintained and improved to be more user-friendly.
- 4) Staff, as requested by TRAC, will provide a regional prioritization for projects in the OKI region.
- 5) Staff continues to prepare an annual list of obligated highway, transit and planning projects funded with federal funds in accordance with 450.332 of 23 U.S.C.
- 6) The annual Self Certification of OKI's transportation planning process will be performed.

PRODUCTS

- 1) To monitor and expedite projects in Ohio using STP, TE and CMAQ federal funds; in Kentucky using SNK federal funds allocated to OKI with the state departments of

transportation and local sponsors; and, to work with ODOT District 8 to lock-down projects for fiscal year 2011. (as necessary)

- 2) TIP Amendments and TIP Administrative Modifications and associated notices to be published on the OKI website (as necessary)
- 3) Continued refinement of the TIP on Demand on the OKI website.
- 4) Regional prioritization of TRAC applicant projects. (as necessary)
- 5) An annual listing of obligated highway, transit and planning projects funded with federal funds will be published within 90 days of the end of the fiscal year. (10/1/09)
- 6) Self Certification (03/10)

605 - SURVEILLANCE

OBJECTIVE

One of the objectives is to develop and maintain, on the appropriate update cycle, the basic data essential to transportation planning activities. Such a database represents current conditions within the region and permits comparison to previous as well as forecast periods to determine the impact of changing development and travel patterns. Types of data to be maintained include trends in demographic and land use activity; the transportation system level of service and utilization; impacts on the natural resource base, including air quality and energy; and travel data. Another objective is to maintain the validity and operation of a travel demand model.

The travel demand model should be able to simulate the current trip making behavior and travel patterns. The travel demand model should be able to assess the impacts of proposed changes in land uses, transportation system, travel demand management strategies, and transportation control measures. The majority of the basic data now resides in GIS format, therefore maintaining existing datasets and building new GIS datasets to support transportation planning activities is a vital part of this work plan.

PREVIOUS WORK

Transportation system characteristics have been identified, inventoried, and updated continuously. Those characteristics of the roadway system associated with the level of service and capacity of the system include: the roadway configuration, posted speed, pavement width, number of lanes, intersection control, and turning lanes or prohibitions. The data is maintained in a street centerline based file and updated as needed. For transit systems the characteristics include the location and frequency of bus service that permit the definition of system capacity. The transit routing, schedule and ridership information were collected from the transit operators in the region. Measures of system utilization including traffic counts, travel time and bus ridership counts have also been maintained. In addition, model input parameters such as fuel consumption rates, parking costs, auto operation costs, bus fare, emission rates, accident rates, and trip generation characteristics were updated as necessary.

The travel pattern data was collected in 1995. The data was collected for 3,000 households in the region. The data was used for travel demand model calibration in 1998 and 2002.

The travel demand model was developed initially in the mid-1970s. Over the years, using newly acquired travel data, new elements were added and methodologies were enhanced to make the model more accurate and easier to use. In 2002 the model was expanded to cover OKI and MVRPC (Dayton) areas. Model elements for trip distribution and modal choice phases were re-calibrated and a new truck trip model was introduced. In 2003-2005 enhancements were made in response to peer review of the travel mode. In 2006/2007 the model was converted to the CUBE/VOYAGER platform and was validated against year 2005 conditions.

The highway networks were consolidated and conflated to be consistent with street centerlines to allow for true shape display in 2005. In addition, with these integrated/conflated networks, the transfer of data between street centerline file and

highway network files can be performed properly. This is the first step toward the ability to create the highway networks automatically using street centerline file.

OKI continues to enhance its traffic simulation capability as an extension of its existing travel demand model. The enhancement of this capability is in response to the increasing demand for the evaluation of local transportation improvement projects that are too small to properly evaluate with the traditional regional travel demand model. Traffic simulation allows the visualization of these important projects, such as additional turn lanes, access management, and the integration of pedestrian movement and transit. Simulation has been integrated with the travel demand model, allowing for the benefit of seeing traffic forecasts in the simulation environment. Staff is utilizing the CUBE Dynasim software by Citilabs and has incorporated sub-area modeling, signalized intersections and 3D rendering into the simulation process.

An operational GIS has been developed, the necessary hardware and software have been purchased and initial datasets have been acquired or developed. An enterprise geodatabase has been implemented with the use of Microsoft SQL Server and ArcSDE.

Geographic datasets have been developed and used to generate base maps for analysis, presentation and documentation. The geographic data include street centerlines, rail lines, bike trails, hydrology features, analysis area boundaries, and political/administrative boundaries.

An interactive online web mapping application for the TIP has been developed.

METHODOLOGIES

- 1) Maintain and update transportation system characteristics data. The regional database includes transportation supply and demand characteristics (capacity and utilization. Computer software will be developed or acquired to facilitate this task. Additional transportation system characteristics data will be generated as needed to support OKI's transportation/air quality planning and traffic engineering technical assistance program to units of local government. Update travel data. Trip making data will be collected for the households in the region. The data will include household characteristics, trips made and their characteristics (trip purpose, mode, time, etc.). The data will be analyzed and used for travel demand model design/calibration. Consulting firms have been contracted to collect this data, as part of FY09 task 665.6.
- 2) Collect traffic count information for model validation purposes. Consulting firms have been contracted to collect some of this data, as part of FY2009 task 684.3. OKI will collect traffic count data from all jurisdictions and set traffic counters where needed.
- 3) Maintain, refine and enhance OKI travel demand and air quality models to represent state-of-the-practice capabilities. The activities involved include incorporating EPA's MOVES, streamlining model operation, improving data summary tabulation/plotting/reporting capability, evaluating and improving model methodologies, updating/refining the model equations based on the trip origin-destination data collected from previous surveys and updating model documents. In addition, new modules/procedures will be added to the model to enable it to assess the impacts of TDM/TSM strategies and to perform financial analysis. An effort will be made to incorporate ODOT's capacity calculation methodologies into the model. In addition, work to research the type/structure of the next generation of models

and the data needed to develop a selected model structure will be continued. A strategy for developing the next travel demand model will be undertaken. An effort will be made to integrate a land use model in the travel demand model flow.

- 4) Track zonal level residential and commercial development activity to identify areas of growth and/or change in land use. Residential building permits issued by counties, cities and townships will be collected and processed to derive annual changes in households.
- 5) OKI will continue enhancement of traffic simulation capabilities including its application to selected sub-areas as appropriate. Explore methods to improve accuracy of simulations as compared to observed conditions. Purchase additional software and hardware to incorporate technological advancements into the simulation process. Maintain technical expertise in the latest advancements in travel modeling and traffic simulation by participating in user conferences and other training as appropriate.
- 6) Assist U.S. Census Bureau on census work. OKI will assist the Census Bureau in providing data, processing census data and reviewing census products. Promote census programs as needed and appropriate, particularly those related to the 2010 decennial census. Continue to assist the Census Bureau in the Participant Statistical Areas Program (PSAP) as needed. OKI will respond to census related data requests from local government, business, academia and the public.
- 7) Maintain existing GIS databases. Continue adding and enhancing attribute data where needed by the OKI travel model and related transportation planning activities.
- 8) Maintain licensing and technical support for GIS software. Attend annual ESRI user conference, state GIS conferences, local GIS user group meetings, and other GIS training as needed. Replace GIS hardware as required.
- 9) Continue development of environmental databases and maps to support transportation and greenspace planning, especially as they relate to SAFETEA-LU and its successor transportation authorization law.
- 10) Continue development of an integrated workflow between the travel demand model and OKI's GIS.
- 11) Collaborate with the Model Application Coordinator on traffic simulation efforts.
- 12) Develop additional internet and/or intranet web mapping applications to display OKI GIS database information. Maintain the ESRI Developers Network subscription for the purpose of testing and developing online mapping applications.
- 13) The OKI GIS is the primary data warehouse for many regional datasets related to transportation. As such OKI is a valuable resource within the regional community as it relates to safety and security for transportation infrastructure. OKI staff will explore ways to expand its role as a regional data source for such critical datasets.
- 14) Develop GIS layers and applications, as outlined in the OKI/Hamilton County EMA Memorandum of Understanding, to support the implementation of a regional GIS capable of supporting Homeland Security and transportation planning efforts in and across the Greater Cincinnati Region.

PRODUCTS

- 1) Updated transportation system characteristics data files, and travel data files. (6/10)
- 2) Traffic counts for roadways that are included in the OKI Model Network (6/10)
- 3) An updated/refined/enhanced travel demand/air quality model. (6/10)
- 4) Revised zonal socioeconomic files for 2005, 2010, 2020 and 2030. (as needed)

- 5) OKI will provide traffic simulation products in support of transportation planning studies in the revision. (as appropriate)
- 6) Services to Census Bureau and processing of data requests from local government, citizens and others. (as appropriate)
- 7) Updated geographic databases. (on-going)
- 8) Up-to-date GIS software. (6/10)
- 9) Environmental spatial databases and maps. (as appropriate)
- 10) Streamlined internal workflow for presenting Travel Demand Model data. (on-going)
- 11) Enhanced 3-D visualization presentations and techniques. (6/10)
- 12) New online web mapping applications. (6/10)
- 13) Participation in regional homeland security efforts such as the Emergency Preparedness Collaborative. Improved GIS data sharing and collaboration within the regional homeland security community. (on-going)
- 14) New GIS layers used to support cooperative transportation planning and Homeland Security efforts.

605.5 – TRANSPORTATION & HOMELAND SECURITY

OBJECTIVE

Develop and implement a regional Geographic Information System (GIS) which is capable of supporting Homeland Security and Transportation planning efforts in and across the Greater Cincinnati Region.

PREVIOUS WORK

OKI has developed a regional GIS capable of supporting its many programs. In cooperation with each of the eight counties that make up the OKI region, a base map of GIS data has been assembled which acts as a framework of regional GIS layers. These framework data include layers such as political boundaries, land ownership or parcels, hydrography or water bodies, transportation, orthoimagery and digital elevation data and are the foundation for many agencies' daily business that should be collected once, and made accessible for use by multiple governmental agencies.

The Hamilton County Emergency Management Agency (HCEMA) working on behalf of regional emergency management agencies, known as Southwest Ohio Southeast Indiana Northern Kentucky (SOSINK), has identified a need for GIS layers to support situational awareness as it relates to homeland security, across the Greater Cincinnati Region. Many of the GIS layers (Multi-purpose layers) required to provide situational awareness for the region also serve as a valuable input for the transportation planning process. Therefore, by HCEMA and OKI working jointly to develop these critical information layers, each agency can realize a cost and time savings. Ultimately, the Greater Cincinnati Region benefits from this cooperation and coordination by being better prepared to respond to emergency situations.

METHODOLOGIES

- 1) Develop new GIS layers, as outlined in the OKI/Hamilton County EMA Memorandum of Understanding, to support the implementation of a regional GIS capable of supporting Homeland Security and transportation planning efforts in and across the Greater Cincinnati Region.
- 2) Develop online mapping application to support the use and dissemination of the newly developed GIS layers.

PRODUCTS

- 1) New GIS layers used to support cooperative transportation planning and Homeland Security efforts. (ongoing)
- 2) Online mapping viewer capable of presenting a Common Operating Picture for the Region. (6/10)

610 – TRANSPORTATION PLANNING

OBJECTIVE

To update and refine the adopted long range transportation plan and carry out its recommendations to 1) provide consistency with the requirements of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Metropolitan Planning Regulations and with the Clean Air Act Amendments (CAAA) of 1990, 2) maintain a 20-year planning horizon, 3) further integrate a congestion management process into transportation planning and operations, 4) provide traffic projections and other plan information required by implementing agencies, 5) convene the necessary regional bodies to further ITS goals of the region, and 6) assist agencies in the analysis of transportation safety issues, 7) consider all modes as options for addressing the travel needs of the region.

To provide fair treatment and meaningful involvement of all people, regardless of race, color, national origin or income, with respect to the use of public-source transportation funding.

To identify linkages between land use and development and transportation policy and identify the fundamental reciprocal impacts between the transportation system and land use activity.

To implement the Strategic Regional Policy Plan which will guide communities' preferred development patterns and transportation system to fulfill desired future conditions. This policy plan was produced by the OKI Board of Directors (formerly Trustees) sitting as the Land Use Commission.

To support land use patterns that would promote multimodal travel alternatives and reduced trips, enhanced air quality and the efficient movement of people and goods (freight).

To identify and evaluate opportunities for non single occupant vehicle travel, including transit, pedestrian and bicycle.

To assist local governments in drafting standards and criteria which recognize the relationship between land use, transportation, air quality and other infrastructure.

To provide project management resources for various transportation studies as identified in this work program.

Identify and engage stakeholders in all aspects of transportation planning activities.

To develop technologies that advance local governments and the public's ability to understand the impacts of proposed improvements through visualization techniques.

To provide project level traffic forecasts and turning movements.

PREVIOUS WORK

OKI 2030 Regional Transportation Plan – 2004 Update (6/04)

Amendment 1 – OKI 2030 Regional Transportation Plan -2004 Update (4/05)

Amendment 2 – OKI 2030 Regional Transportation Plan -2004 Update (2/06)

Amendment 3 – OKI 2030 Regional Transportation Plan -2004 Update (10/06)

Amendment 4 – OKI 2030 Regional Transportation Plan -2004 Update (4/07)

OKI 2030 Regional Transportation Plan – "Setting Your Transportation Landscape"(6/08)

Amendment 1 - OKI 2030 Regional Transportation Plan (3/09) Amended to include the American Recovery and Reinvestment Act projects.

The Congestion Management Process (CMP) for the OKI region as described in *Mobility Management Program*, (10/95) outlines OKI's process for carrying out congestion mitigation activities. Corridor study analysis contributes substantially to this effort. Travel time surveys (cycle 1, groups 1, 2 and 3) were conducted in 2002 and 2003. Cycle 2, groups 1, 2 and 3 were completed in 2004, 2005 and 2006. *The Congestion Management Process* final report was completed in September, 2007. The data collection process has moved to a four year cycle. Cycle 3, groups 1 and 2 were completed in 2007 and 2008 and the following report was produced: OKI Congestion Management Process Interim Report: Cycle 3 Group 2 Data Collection This report documents the methodology and results of the third cycle of collected travel-times for group 2 facilities. Data collection was completed in December 2008. Group 2 consists of non-interstate roadways within eastern Butler, Clermont, eastern Hamilton and Warren counties. Data is compared to the second cycle of data collected in 2005.

At the conclusion of analyzing data related to six broad topics, establishing a regional vision, producing 28 strategic regional issues and associated trends and conditions statements, refining goals, objectives and policies related to the regional issues, and two rounds of public meetings, the OKI Board of Directors (formerly Board of Trustees) adopted the Strategic Regional Policy Plan on April 14, 2005.

Implementation of the Strategic Regional Policy Plan is taking place pursuant to an action plan and timeline established in FY 06 and updated in FY 09. To date, implementation activities have included: ongoing discussions with various audiences on regional land use and infrastructure trends; guidance documents for effective local government comprehensive plans; consultations with local officials on how to write better comprehensive plans; several model ordinances for use by local governments at their discretion; "land use criteria" for inclusion in OKI's long range plan and TIP prioritization processes; contributions to OKI's long range transportation plan update; environmental data collection for use in SAFETEA-LU-related consultations and mitigation planning; a survey of local school districts; and the creation of a fiscal impact analysis model.

In response to local governmental units or state transportation agencies, OKI prepares project-level traffic projections.

Participation in the activities of the Butler, Clermont and Hamilton County Transportation Improvement District Board (ongoing).

OKI was a major participant in KYTC's update to its Unscheduled Projects List, which produced a prioritized list of potential highway projects for Kentucky's Six Year Plan. OKI prioritized the unscheduled projects list during FY2008.

OKI's involvement in the intelligent transportation systems (ITS) deployment process began in 1989. The region's ITS system, known as ARTIMIS, was implemented in 1997. In 2007, the Regional ITS Plan and Architecture originally developed in 2001 was updated.

In FY2005 OKI completed safety studies for two intersections and one roadway segment (three locations) to assist ODOT. In FY2006 OKI completed safety studies for six locations to assist ODOT. In FY2009, OKI identified locations of safety interest on the off-system roadways in the OKI planning area for ODOT. In 2008 the *Brent Spence Bridge Truck Ban Analysis* was performed at the request of the Mayor of Covington. OKI continues participation in a variety of safety related location analyses.

OKI has received national recognition for its work with benefit-cost analysis tools. Staff worked with FHWA to update and implement the Surface Transportation Efficiency Analysis Model (STEAM). The programs have been successfully implemented for in depth program level applications.

610.1 - TRANSPORTATION PLANNING: SYSTEM MANAGEMENT

OBJECTIVE

A main theme advanced by SAFETEA-LU is the need to invest transportation resources in improving the management and operation of the transportation system and expand on consultation and ways to improve interagency and public involvement. This concept embraces not only the notion of improving the system's efficiency by mitigating congestion and expanding its carrying capacity, but also of improving the delivery of existing and planned or desired services. OKI will continue and/or undertake initiatives to improve system management and operation, which will include, but not necessarily be limited to, the following tasks:

METHODOLOGIES

- 1) The *OKI 2030 Regional Transportation Plan* was updated in 2008. In FY 2010 the Plan will be amended as necessary.
- 2) Under SAFETEA-LU, metropolitan planning organizations like OKI must maintain a focus on managing the existing infrastructure. OKI will work with all levels of agencies and the public to discuss how the existing system can be managed and operated more efficiently. OKI will continue to participate in regional, state and national forums to identify procedures for addressing federal and state planning requirements. OKI will begin to implement new regulations that may be required under the new transportation authorization legislation.
- 3) For measuring system performance and providing data for the congestion management process (CMP), OKI will continue to evaluate traffic quality information of roadways in the 2,298 mile CMP network using a combination of information from OKI's travel demand model and collected travel time information. Travel time information will continue to be collected for 1,168 miles of the CMS network. The past three year cycles have migrated to a four year cycle consistent with the long range plan update cycle. Approximately 300 miles of travel time data have been collected in each year since 2002, with a complete cycle of travel time data collection completed every four years. The database will be maintained and will be utilized to evaluate the effects of improvements on the system. Performance measures and strategies to address deficient locations will continue to be integrated into the TIP and long range transportation planning processes.
- 4) In order to fully evaluate the impacts of transportation projects and programs on the OKI community, benefit/cost analysis will be applied as appropriate.
- 5) OKI staff is active in planning studies in the region. This element provides for start-up activities for new corridor studies managed by OKI or studies not managed by OKI but where staff participation is appropriate.
- 6) Intelligent Transportation Systems (ITS) are electronics, communications, and information processing used singly or integrated to improve the efficiency or safety of surface transportation. An ITS Architecture defines how systems functionally operate and the interconnection of information exchanges that must take place between these systems to accomplish transportation services. All federally-funded ITS projects must conform to a Regional ITS Architecture that meets all requirements of the federal ITS Architecture and Standards rule. OKI updated the ITS Plan in March 2008. OKI will host and maintain the region's web-based architecture.
- 7) OKI will maintain and update crash data on the transportation system to monitor existing conditions. The GIS-based database includes recent crash records on state

and federal highways in Ohio, Kentucky and Indiana. Coordination with each DOT will continue. Database and GIS software will be utilized to locate high crash concentrations and segments of roadway with high crash rates. Performance of a limited number of safety studies for ODOT and other agencies will be conducted as resources permit. Support the newly initiated Highway Safety Improvement Program (HSIP) by coordinating efforts with KYTC, ODOT and INDOT in executing their State Strategic Highway Safety Plans (SHSP).

- 8) OKI will coordinate the long range transportation planning process with KYTC, through the ongoing revisions to the Cabinet's Project Identification Forms (PIFs) and Unscheduled Projects List (UPL).
- 9) OKI will provide project level traffic forecasts and turning movements as requested utilizing the regional travel model and other software as appropriate.
- 10) Staff will continue to engage the freight community and explore opportunities to partner as appropriate for the benefit of the traveling public.

PRODUCTS

- 1) *OKI 2030 Regional Transportation Plan Amendments* (as needed). Self Certification (03/10)
- 2) Coordination with ODOT, KYTC, INDOT, local governments and major transit agencies on options for improving the management and operation of the existing system. Participation in regional, state and national forums on transportation planning issues. Participation in interagency consultation activities. (ongoing)
- 3) Travel time surveys in FY 2010 will focus on Butler County and Western Hamilton County, non freeway portions of the Congestion Management Process network. (05/10)
- 4) Benefit/cost analysis of proposed transportation improvements (as appropriate)
- 5) Project development activities for future corridor or special studies as identified.
- 6) Hosting and maintaining the region's web-based ITS architecture and ITS Plan. Support of the Regional Incident Management Task Force. (ongoing)
- 7) Identification of high crash concentrations and segments in the OKI region. Performance of a limited number of safety studies for ODOT and other agencies as requested. Cooperation with ODOT, KYTC and INDOT in the review of their SHSPs. (as needed)
- 8) OKI will maintain current Project Identification Forms (PIFs) for all Kentucky projects recommended in the *OKI 2030 Regional Transportation Plan*. PIFs will be maintained and revised per guidelines established by KYTC. OKI will maintain and revise the Unscheduled Projects List (UPL), for Kentucky projects identified through OKI's planning process. (6/10)
- 9) Project level traffic forecasts and turning movements as requested utilizing the regional travel model and other software as appropriate.
- 10) Coordinated planning and consideration of freight related projects for the region. (on-going)

PREVIOUS WORK

The OKI Board of Trustees adopted a Strategic Regional Policy Plan in April 2005. Implementation of this plan for growth and development is taking place pursuant to an action plan and timeline established in FY 06 and updated in FY 09. Implementation is being accomplished by various jurisdictions and organizations on a voluntary basis and by OKI.

The plan recognizes that the optimal place for the integration of transportation, land use, capital budgeting, and economic development planning and policies is the local government comprehensive plan. In FY06 staff created a guidance document for comprehensive plans entitled "Effective Elements of a Comprehensive Plan" as a first step toward implementing the Strategic Regional Policy Plan. Many of the plan's policies call for implementation tools that supplement this guidance document and to work toward bringing about more consistency between local land use planning and regional transportation planning.

In FY 08 a consultant team was hired to create a fiscal impact analysis model for use in the OKI Region using a mix of federal funds including Ohio STP, Kentucky PL/FTA and Indiana STP. Non-federal share was from participating agencies/communities. The work of the consultant team resulted in both an excel version and a web based version of a fiscal impact model. This model is available for use by additional partner communities once the appropriate data specific to that community has been gathered and analyzed.

OKI will also further and implement new SAFETEA-LU mandates for environmental protection and for new consultations with federal, state and local officials.

METHODOLOGIES

- 1) Continue education efforts about regional land use trends on traffic congestion, air quality, travel times, and energy consumption. Target audiences will include local elected and appointed officials, planners, developers, and government decision-makers. Consultation with state and local land use agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation will occur as appropriate.
- 2) Continue distribution of local comprehensive plan guidance, sample ordinances and collateral materials, such as surveys and research products about neighborhood redevelopment and economic vitality. Provide technical assistance and encourage the use of these resources in order to promote land use patterns that support multimodal travel alternatives, reduced trips, and use of available roadway capacity in urban areas.
- 3) Manage the process of incorporating additional user data into OKI's Fiscal Impact Analysis Model and promote the use of the model to communities throughout the region.
- 4) Continue discussions with appropriate federal, state and local environment- based agencies and initiate discussions with historic- based agencies, comparing the long-range transportation plan with environmental and historic information, and identifying potential mitigation strategies and locations that are regional in scope.

PRODUCTS

- 1) Documentation of presentations and consultations about the land use/transportation relationship, trends and distributed materials. (ongoing)
- 2) Surveys and research materials to supplement the comprehensive plan guidance document about neighborhood redevelopment and economic vitality in the region. Documentation of distribution of local comprehensive plan guidance, sample ordinances, and collateral materials to local planners, administrators and officials and of technical assistance provided (6/10).
- 3) Additional data and analysis for new partners using the fiscal impact analysis model and documentation of model promotion. (ongoing)
- 4) On-going coordination with federal, state and local historic- and environment-based agencies, comparing the recommended long-range transportation plan with historic and environmental information, and identifying potential mitigation strategies and locations that are regional in scope. (6/10)

610.5 – FISCAL IMPACT ANALYSIS MODEL

OBJECTIVE

Transportation investment stimulates economic development and land use change. A fiscal impact analysis model will implement OKI's Strategic Regional Policy Plan by increasing local governments' understanding of the costs and benefits of development. A fiscal impact analysis model helps local governments to capitalize on the potential land use changes related to these transportation investments by analyzing the costs and benefits of alternative land use scenarios. A fiscal impact analysis model uses local government budgetary, land use, population and employment trends to project costs and revenues of development on current and future local government budgets.

The use of this model also furthers the objectives of SAFETEA-LU. The use of this fiscal impact analysis model will facilitate better coordination and planning between the MPO and local officials. Partnering with local governments to provide a tool for measuring development impacts will promote consistency between transportation improvements and local planned growth and economic development patterns.

As communities begin to understand the associated costs and revenues of development through the fiscal impact analysis model, they will be better able to plan for needed increases in transportation investment to serve new development or to remedy existing deficiencies. This can impact the regional transportation funding process and make more efficient use of tax dollars at the local, state and federal levels.

PREVIOUS WORK

Implementation of OKI's Strategic Regional Policy Plan is taking place pursuant to an action plan and timeline established in FY 06. Several implementation tools have been produced by OKI staff for use at the discretion of local governments, including *Transit Friendly Development*; *Infill Development*; *Corridor Overlay Zones*; *Mixed Use Development*; *Large Scale Retail Development*; *Street Connectivity*; and *Bicycle and Pedestrian Facility Standards*.

OKI staff researched and documented fiscal impact analysis models in use around the United States and concluded that it was feasible to produce such a model for the Greater Cincinnati OKI region. Consultant services were sought to help OKI develop and establish a fiscal impact analysis model for use at the discretion of local jurisdictions.

A consultant team was hired to create the model using a mix of federal funds including Ohio STP, Kentucky PL/FTA and Indiana STP. Non-federal share was from participating agencies/communities. The work of the consultant team resulted in a fiscal impact model that is now being used by these participating communities.

METHODOLOGIES

Manage the refinement of the fiscal impact analysis model for participating local governments and provide technical assistance to existing users.

PRODUCTS

Documentation of refinements to and technical assistance for an operational fiscal impact analysis model that is used to compare alternative land use scenarios and analyze development and redevelopment. (ongoing)

625.2 – TRANSPORTATION SERVICES: PARTICIPATION PLAN

OBJECTIVE

To incorporate Title VI and Section 504 of the Rehabilitation Act of 1973, along with other environmental justice (EJ) concerns, into OKI's planning process. OKI will continue to implement a Participation Plan (PP) utilizing traditional methodologies as well as exploring new methodologies relative to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, age, disability or income.

PREVIOUS WORK

OKI has developed a comprehensive Title VI based policy relative to environmental justice concerns and established an Environmental Justice Advisory Committee (EJAC) to assist staff with the implementation of its Participation Plan in all corridor and long range transportation planning projects. The OKI Participation Plan was adopted by the OKI Board of Directors in June 2007 and revised February 2008.

METHODOLOGIES

- 1) Create and execute participation strategies and plans for OKI studies and programs. The effectiveness of the procedures and strategies contained in the Participation Plan will be periodically reviewed.
- 2) Develop a Title VI Plan that includes the standard Title VI Assurances, DBE program and goals, transportation planning, environmental justice elements and contracting procedures.
- 3) Enhance the participation process; strengthen community-based partnerships, and provide the environmental justice populations recognized by OKI with opportunities to learn about and improve the quality and usefulness of various transportation modes in their lives.
- 4) Work with the Intermodal Coordinating Committee (ICC) to develop criteria and measurement tools for the environmental justice components when awarding Surface Transportation Program (STP) and CMAQ funds and evaluating projects to be advanced through the planning process.
- 5) Continue to identify and develop collateral public outreach materials to enhance and support OKI's transportation planning processes.

PRODUCTS:

- 1) Updated Participation Plans (PP) as needed. Customized outreach plans for major OKI studies and projects. (as needed)
- 2) Title VI Plan (06/10)
- 3) Annual program compliance review will be conducted. (06/10)
- 4) Input to the TIP and Long-Range Plan project evaluation process. Assurance that proper consideration is being given to underserved communities. (as needed)
- 5) Public outreach and collateral materials. (06/10)

665.1 SPECIAL STUDIES: OKI FREIGHT STUDY

OBJECTIVE

To complete a Freight Study for the OKI Region.

PREVIOUS WORK

The OKI 2030 Regional Transportation Plan recommends that OKI plan for efficient multimodal freight movement that enhances the Region's environmental and economic conditions.

In the past, OKI has inventoried the region's freight system and highlighted the movement of goods in two reports, *Freight Transportation Study (1997)* and *Urban Goods Movement (1987)*. Both reports serve as an adequate baseline of freight information but a more comprehensive, detailed and interdisciplinary analysis must be performed to effectively understand the impact of freight on and within the OKI region.

METHODOLOGIES

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) of 1998 and the subsequent SAFETEA-LU call for an increased emphasis on freight initiatives. OKI will perform the Freight Study which meets the needs of the region while adhering to past and present federal legislation. The main objectives of the study will be to:

- 1) Determine the volume and nature of freight movements, to, from, through and within the OKI region including associated impacts on the region.
- 2) Gather information on impediments to efficient freight movement within the OKI region.
- 3) Actively utilize the existing Regional Freight Working Group to serve as the freight study's advisory committee.
- 4) Forecast future freight growth and freight infrastructure needs.
- 5) Estimate environmental and economic impacts of an improved freight delivery system.
- 6) Develop a freight improvement plan that promotes short- and long-term solutions consistent with goals for making freight movements more effective and efficient.
- 7) Establish a strategic plan to implement short- and long-term solutions.

OKI will competitively select a consultant and engage their services to assist with this study and produce a final freight study report including a freight improvement plan within 12 months after the study begins.

The major undertaking and cost of this study will be acquiring sufficient freight data to understand current and future freight movements within the OKI region. In addition, OKI will actively engage the freight community, specifically private freight businesses.

PRODUCT

- 1) Final Freight Study Report including a Freight Improvement Plan. (6/10)

665.4 – SPECIAL STUDIES: REGIONAL CLEAN AIR PROGRAM

OBJECTIVE

To continue the Regional Clean Air Program designed to raise public and business awareness therefore reducing pollution levels in order to protect public health, the local economy and attain the national ozone and particulate matter standards.

PREVIOUS WORK

OKI's Regional Clean Air Program educates the general public, media, businesses and local governments about ground level ozone and particulate matter pollution. This program, which emphasizes voluntary actions, is focused on Butler, Clermont, Hamilton and Warren counties in Ohio; Boone, Kenton and Campbell counties in Kentucky and Dearborn County in Indiana.

Various activities of the program have included:

- aggressive media relations and advertising efforts to keep the smog issue at the forefront of local radio, television and newspaper reporting and
- strategic event marketing activities aimed at educating a vast portion of the public.

METHODOLOGIES

- 1) OKI will continue outreach and education efforts within the region. Although smog season is primarily from May to September, the program will work throughout the year to develop its "do your share for cleaner air" message as well as educate audiences on particulate matter issues. Since smog reduction can be achieved through a variety of actions, several audiences will be targeted including the local media, government and businesses, citizens and employers. Event marketing activities include county fairs and festivals, as well as a variety of other special events throughout the region. Commercials, painted buses, street flags and other avenues of creating awareness will be used.

PRODUCTS

- 1) An outreach program geared toward the reduction of pollutants in the eight county urban airshed. (ongoing)

FUNDING

"Third-party in-kind contributions" in the form of advertising contributed services will be used as match. Refer to budget Table III pages B-13 and B-14 for details.

665.6 - SPECIAL STUDIES: GPS TRAVEL SURVEY

OBJECTIVE

To participate in a GPS-based travel survey for the OKI Region.

PREVIOUS WORK

The travel pattern data used in the current OKI Travel Demand Forecasting Model was collected in 1995. The data was collected for 3,000 households in the region.

METHODOLOGIES

This work element includes the Kentucky portion of the regional travel survey. The total project cost for the survey to be conducted by ODOT is \$1.2 million.

The Ohio component to be paid for by ODOT with SPR (research) funds. ODOT will bill OKI for the Kentucky portion.

The Kentucky part of the region represents about 18% of the regional population. Therefore the total Kentucky portion of the cost is approximately \$200,000. KYTC is providing \$160,000 and OKI is providing \$40,000. The funds will be used as payment for consultant services for the Kentucky portion of regional household surveys.

OKI staff work will include review of travel data methods and travel survey data as well participation on advisory committee and consultant review board. OKI staff time will be performed under 605.1 Surveillance.

PRODUCT

- 1) Updated travel pattern data for use in the OKI Travel Demand Forecasting Model. (10/11)

OBJECTIVE

To conduct a transit on board survey for the OKI Region.

PREVIOUS WORK

Transit on-board travel surveys were last conducted in 1995. This data is used to estimate transit mode choice and travel patterns in the OKI Travel Demand Forecasting Model.

METHODOLOGIES

Updated surveys are essential to improve the OKI Travel Model's ability to predict transit usage. FTA's New Starts program requires current survey data be part of the regional travel model in order to be eligible for federal funding of major transit fixed guideway projects.

This work will require the agency to engage professional services for conduct of a survey which involves trained personnel surveying transit patrons during travel. Processing of the collected data and incorporation into the travel model will be part of project. It is anticipated that the survey will also permit special questions of interest to the transit providers.

OKI will be the primary project manager but will rely on the transit partners to be active parts of the process. During project planning and preparation, OKI will hold meetings that include representatives from Metro, TANK, Middletown, and Clermont. If needed, OKI will consult ODOT Tech Services, KYTC Division of Planning, the Federal Transit Administration, and/or other MPOs for guidance.

Among the elements of the work to be conducted include: Questionnaire design, sampling plan, survey plan, pilot survey, evaluation of pilot survey, survey data processing and travel model updates.

Funding for this product is undetermined at this time.

PRODUCT

- 1) Updated transit travel pattern data for use in the OKI Travel Demand Forecasting Model. (10/10)
- 2) Updated travel model elements. (12/10)

667.1 – COMMUTER ASSISTANCE SERVICES: RIDESHARE

OBJECTIVE

To provide transportation alternatives to commuters within the Tri-state area; thereby promoting energy conservation, reducing traffic and pollution, saving money and helping to preserve the quality of life for those who live in the OKI region.

PREVIOUS WORK

Since 1980, the RideShare program has been reducing traffic congestion, improving air quality and ensuring mobility by encouraging the region's commuters to carpool, vanpool or use public transit. The major components of the RideShare program are the ride-matching database, vanpooling, marketing and public awareness.

The ride-matching database is continually updated and accepts applications from commuters in the OKI region and surrounding counties. Commuters can either call 241-RIDE or fill out an online application at www.rideshareonline.org.

OKI has marketed the RideShare program through a variety of means including radio, print advertisements, employer campaigns and special events.

METHODOLOGIES

- 1) RideShare will maintain a current, accurate database of participants, their origin and destination points, work hours and other key information. Match-lists will be provided to applicants by the following business day.
- 2) The OKI RideShare program promotes alternative transportation such as carpooling, vanpooling and public transportation. This is accomplished by providing information and financial incentives to individuals and companies.
- 3) The Guaranteed Ride Home (GRH) program provides registered carpoolers, vanpoolers and transit customers with a ride home in emergency situations at a minimal cost.
- 4) The marketing of the program will be evaluated based on cost, effectiveness and feasibility. Public awareness of the program will be raised through community and special events and employer presentations.

PRODUCTS

- 1) A detailed report of database activities such as additions, deletions, and counts of applicants provided with match-lists.
- 2) Retain existing vanpools through rider recruitment and form new vanpools to reduce single-occupant vehicles from Tri-state roads.
- 3) An accurate GRH database and an efficient reimbursement program.
- 4) Execution of an annual marketing plan outlining the most effective approaches to increase awareness and participation in all aspects of the OKI RideShare program.

FUNDING

"Third-party in-kind contributions" in the form of advertising contributed services will be used as match. Refer to budget Table III pages B-13 and B-14 for details.

674.1/674.2– JARC/NEW FREEDOM COORDINATED TRANSPORTATION PLAN

PREVIOUS WORK

The adoption of SAFETEA-LU included changes to several transit programs. Requests for federal funds for elderly individuals and individuals with disabilities (Section 5310), job access and reverse commute (Section 5316) and the New Freedom Program (Section 5317) required that the project be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). In addition, a designated recipient is required for each urbanized area to manage the Coordinated Plan and develop a prioritization process to review and rank applications for the 5316 and 5317 programs. OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky.

During FY2007, OKI developed the Coordinated Plan for the OKI Region which was adopted by the Board of Directors on August 9, 2007. In addition, a competitive selection process was adopted that provides guidelines for reviewing and ranking applications for Sections 5316 and 5317 capital, operating and planning funds from qualified applicants in the Cincinnati urbanized area. OKI solicited applications for these funds in the fall of 2007. The OKI Board of Directors awarded projects in January 2008.

A JARC/New Freedom Oversight Team was established during FY 2009 that provides guidance in managing existing JARC and New Freedom programs and review of applications. It is anticipated the next round of applications will be during FY 2010.

METHODOLOGIES

- 1) Hold quarterly meetings of the JARC/New Freedom Oversight Team to provide guidance in managing existing JARC and New Freedom Programs.
- 2) Ongoing review and update of the existing Coordinated Plan.
- 3) Prepare for the next round of JARC and New Freedom applications including holding a workshop for potential applicants and announcing the solicitation of projects as required by the OKI Participation Plan.

PRODUCTS

- 1) Quarterly progress reports to FTA on projects directly administered by OKI. (quarterly)
- 2) Amendments to the existing Coordinated Plan, if needed. (as necessary)
- 3) Solicit next round of JARC/New Freedom applications including sponsoring a workshop for potential applicants. (12/09)

PREVIOUS WORK

The adoption of SAFETEA-LU included changes to several transit programs. Requests for federal funds for elderly individuals and individuals with disabilities (Section 5310), job access and reverse commute (Section 5316) and the New Freedom Program (Section 5317) required that the project be included in a locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). In addition, a designated recipient is required for each urbanized area to manage the Coordinated Plan and develop a prioritization process to review and rank applications for the 5316 and 5317 programs. OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky.

During FY2007, OKI, with the assistance of a JARC/New Freedom Oversight Team, developed the prioritization process to review applications for JARC and New Freedom federal funds. All the JARC applications that were approved went to current Section 5307 Designated Recipients. This designation allows these applicants to be direct recipients of JARC federal funds and report directly to FTA. However, there were two applicants approved for New Freedom federal funds that are not designated recipients for these federal funds—Community Cab and Wesley Community Services.

OKI, as the designated recipient for New Freedom funds, is responsible for managing the projects operated by Community Cab and Wesley Community Services and acting as a pass through for these federal funds. OKI will collect monthly or quarterly progress reports from each program and post them into TEAM with the agency's quarterly progress report and will also review invoice requests and draw down federal funds for these programs.

METHODOLOGIES

- 1) OKI will work with Community Cab and Wesley Community Services to insure all federal requirements for their New Freedom programs are met.
- 2) OKI will review invoice requests and pass through federal funds in a timely manner as required by federal law.

PRODUCTS

- 1) Monthly or quarterly progress reports providing detailed information on the New Freedom programs. Per the reporting requirements of FTA Circular 9045.1, the progress reports will specifically provide information on: 1) Services provided that impact availability of transportation for individuals with disabilities as a result of the New Freedom program, i.e. geographic coverage, service quality and/or service times, 2) Additions or changes to environmental infrastructure, technology or vehicles that impact availability of transportation services, and 3) Actual or estimated number of rides provided for individuals with disabilities as a result of the New Freedom project.
- 2) Reviewing and processing of invoices from Community Cab or Wesley Community Services in a timely fashion as required by federal law.

674.5 - MASS TRANSIT EXCLUSIVE: SORTA PLANNING STUDIES

PRODUCTS

- 1) Westside Hub- Undertake final design and construction of Westside Hub to accommodate layovers of 8 bus routes, 50+ park and ride spaces, and related operational needs. Anticipated opening: early 2010.
- 2) Mini-Hub Program- On-going development of mini-hub passenger waiting facilities. Current projects include the development of facilities in the Xavier/Evanston area; potential projects include the University area, Walnut Hills and Northside.
- 3) Passenger Amenities Improvements- Replacement of bus stop signs throughout the service area with a new design, design and installation of new park & ride lot directional signage, enhanced shelter placement including participation in streetscape upgrades on Dana Avenue in Evanston, Madison Road in Oakley, Glenway Avenue in West Price Hill, Mt. Lookout Square, Over-the- Rhine and Findlay Market.
- 4) Shuttle Development- Planning for potential upgrade of Route 1 to shuttle status including new buses, stops and related amenities.
- 5) Corridor and Transportation Study Participation and Assistance—Continued participation in corridor studies and other major regional transportation initiatives including the Eastern Corridor, I-75 Corridor, Uptown, and Brent Spence Bridge.
- 6) Upgrades to trip planning capabilities—Secure agreement for Google Transit application.

674.6 MASS TRANSIT EXCLUSIVE: TANK PLANNING STUDIES

OBJECTIVES

TANK planning will focus on two objectives in fiscal year 2010. The first is to complete a draft update of the Transit Network Study (TNS). The TNS was completed in 2007 and many of the recommendations of the study have been successfully implemented. Fiscal year 2010 will provide a good opportunity to revisit the TNS, assess any outstanding recommendations and add new recommendations where applicable. Secondly, TANK will continue to administer ongoing planning practices such as the Substandard Route Review, Service Request Process, and the maintenance of TANK GIS/GPS data.

PREVIOUS WORK

At the end of FY 2009 TANK completed, with *local funding*, the multiple internal planning initiatives listed below.

- Calendar year 2008 Substandard Route Review
- Service Request Process Recommendations
- Participation in regional planning studies

METHODOLOGIES

Locally funded planning activities that will be conducted by TANK in FY 2010 include:

- 1) Completion of Calendar Year 2009 Substandard Route Review.
- 2) Administration of ongoing Service Request Process.
- 3) Maintenance of applications for GIS/GPS data
- 4) Participation in Regional Studies—TANK staff will continue to participate in regional studies in FY 2010 including: the Brent Spence Bridge Replacement Project, the I-471 Corridor Study, and several NKAPC small area studies.

Federally funded planning activities that will be conducted by TANK in FY 2010 include:

- 1) Begin process of updating the draft Transit Network study.

PRODUCTS

- 1) Draft Transit Network Study update
- 2) Updated Substandard Route Review and Service Request Information

674.7 - MASS TRANSIT EXCLUSIVE: MIDDLETOWN TRANSIT PLANNING STUDIES (MTS)

OBJECTIVE

Perform the outlined planning activities so that the collected data and updated procedural plans results in a guide for MTS's direction. Work performed by MTS.

PREVIOUS WORK

MTS will have completed the following work by the end of FY 2009.

- Passenger mile survey to meet NTD requirement
- Comprehensive operational analysis for agency reports
- Updated website with improved accessibility
- Participation in regional coordination efforts
- Annual service request and satisfaction survey

METHODOLOGIES

Planning activities to be conducted by MTS in FY 2010 include:

- 1) Hamilton-Middletown Connector study.
- 2) Facilities maintenance plan update
- 3) Comprehensive operational analysis
- 4) Paratransit service provision evaluation
- 5) Vehicle maintenance plan update
- 6) Participation in regional studies and coordination efforts at OKI and the Transit Alliance of Butler County.

PRODUCTS

- 1) Evaluation of new service provision and continuing service refinement (ongoing)
- 2) Updated and implemented facilities plan (12/09)
- 3) Operational indicators for benchmarking, MTS performance management system and reports to funding agencies. (ongoing)
- 4) Evaluation of ADA service delivery efficiency and subsequent implementation of improvements (ongoing)
- 5) Update to vehicle maintenance plan to meet new equipment requirements (6/10)
- 6) Participation in regional public transportation efforts. (ongoing)

674.8 MASS TRANSIT EXCLUSIVE: CLERMONT TRANSPORTATION CONNECTION (CTC) PLANNING STUDIES
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OBJECTIVES

Clermont Transportation Connection (CTC) will continue plans during FY2010 to add one shuttle route within Clermont County. This route will operate as a fixed route and will be in addition to several other routes CTC started in 2008.

METHODOLOGIES

Locally funded planning activities that will be conducted by CTC in FY 2010 included:

- 1) The route will be designed and planned by the Clermont Transportation Connection (CTC) with the assistance of local residents and other county and non-county departments. This route will be completely new to the area and will help persons with limited mobility get to jobs, shopping, etc. The route will serve the 32 corridor area between Williamsburg, Batavia, and Eastgate. This area has a very high rate for CTC's existing Dial-A-Ride service. An additional goal in the creation of these routes is to have all of them run into the Eastgate area so that in the future CTC would create some type of transfer center. This could be a joint project between CTC and SORTA. This idea has not been explored any further.

No federally funded planning activities will be conducted by CTC in FY 2010.

PRODUCTS

- 1) The primary product will be the planning and implementation of one shuttle route. As these routes develop, secondary products may be created.

OBJECTIVE

To advance the implementation of the Locally Preferred Strategy for the Eastern Corridor.

PREVIOUS WORK

A recommended plan for the Eastern Corridor was adopted by the OKI Board in December of 1999 and subsequently incorporated into the Metropolitan Transportation Plan. In December 2000, funding was made available for the Preliminary Engineering phase, which will be conducted under the auspices of the Hamilton County Transportation Improvement District. The funding agencies for the PE/EIS phase have formed an Eastern Corridor Implementation Group to oversee the PE/EIS and its implementation, which includes representatives from OKI, ODOT, Hamilton and Clermont County TID's, the City of Cincinnati, and SORTA. The Eastern Corridor Task Force that was formed to oversee the development of the recommended plan has been re-constituted as the Eastern Corridor Partners to provide oversight to the PE/EIS work.

METHODOLOGIES

OKI will participate in the Eastern Corridor Partners and its bi-monthly meetings to guide preliminary engineering and develop strategy to advance project implementation in the Eastern Corridor. The work is being performed under ODOT PID 22970.

PRODUCT

Efforts to support local initiatives to advance transportation projects recommended for the Eastern Corridor. (as appropriate)

685.1 - INDIANA EXCLUSIVE: DEARBORN COUNTY TRANSPORTATION PLANNING (CPG)

OBJECTIVE

The objective of this work element is to continue implementation of elements of the 3C planning process for Dearborn County.

PREVIOUS WORK

The Dearborn County components of UPWP, TIP and *OKI 2030 Regional Transportation Plan* have all successfully been incorporated into OKI's 3C planning process. OKI also provided assistance and information to Dearborn County and INDOT for programming improvements. The *2030 Regional Transportation Plan Update – 2008* was adopted by the OKI Board I June 2008. In FY 2009 projects from the American Recovery and Reinvestment Act were amended into the Plan.

METHODOLOGIES

OKI will continue to actively integrate Dearborn County into the MPO Transportation Improvement Program (TIP), the *OKI 2030 Regional Transportation Plan* (Plan) and this *Unified Planning Work Program* (UPWP). OKI Staff will provide technical assistance to Dearborn County and provide MPO functions to the county. Air quality conformity determinations for Lawrenceburg Township are included in this element as needed. The nonattainment portion of Dearborn County includes Lawrenceburg Township, the City of Greendale and the City of Lawrenceburg. OKI will work cooperatively with INDOT and Dearborn County in the project development process (PDP) and compliance with ADA requirements. OKI will coordinate with INDOT regarding functional class designation of roadways and highway performance monitoring system (HPMS) within the urban boundary currently designated as a portion of Lawrenceburg Township. OKI will maintain the Dearborn County portion of the regional travel demand model and GIS data sets.

The Hamilton County Emergency Management Agency (HCEMA) working on behalf of regional emergency management agencies, known as Southwest Ohio Southeast Indiana Northern Kentucky (SOSINK), has identified a need for GIS layers to support situational awareness as it relates to homeland security. Many of the GIS layers (Multi-purpose layers) required to provide situational awareness for the region also serve as a valuable input for the transportation planning process. HCEMA and OKI will work jointly to develop these critical information layers and each will realize a cost and time savings.

PRODUCTS

- 1) Provide for Air Quality Conformity determinations for Lawrenceburg Township (as necessary)
- 2) Incorporate Dearborn County projects in the OKI TIP (as necessary)
- 3) Quarterly project tracking reports (on-going)
- 4) Annual list of obligated projects (9/30/09)
- 5) Development of Dearborn County portion of the OKI UPWP (4/10)
- 6) Participate in the Indiana MPO Council (ongoing)
- 7) Maintain the Dearborn Co. component of the *OKI 2030 Regional Transportation Plan* (6/10)

- 8) Participate with INDOT and Dearborn County on the PDP (on-going)
- 9) Participation in functional class designation and HPMS efforts (as requested)
- 10) New GIS layers used to support planning and Homeland Security efforts. (ongoing)

685.2 - INDIANA EXCLUSIVE: DEARBORN COUNTY TRANSPORTATION PLANNING (STP)

OBJECTIVE

The objective of this work element is to supplement core elements of the 3C planning process for Dearborn County. This element will supplement the activities listed in 685.1 and include special (nonrecurring) activities and studies.

PREVIOUS WORK

OKI provided considerable assistance and information to Dearborn County and INDOT for programming improvements. Coordination and review of the INDOT US-50 Study and the SR-48 to SR-1 Connector Study occurred under this element.

METHODOLOGIES

OKI will continue to actively assist the county in its transportation planning needs. This element supplements the core planning activities undertaken as item 685.1. An area of focus is assistance to Dearborn County and INDOT in the project development process (PDP) and compliance with ADA requirements. This element will also provide for the Dearborn County portion of staff project management of the development of a fiscal impact assessment model.

PRODUCTS

- 1) Participate with Dearborn County and INDOT on the PDP. (on-going)
- 2) Participation in planning activities to advance specific proposed improvements or studies as appropriate. (on-going)
- 3) Support services associated with the fiscal impact assessment model. (as needed)
- 4) New GIS layers used to support planning and Homeland Security efforts. (ongoing)

OBJECTIVE

This project will identify alternatives for improving operations and safety for locations as determined by interagency consultation between OKI and KYTC.

PREVIOUS WORK

This project responds to needs identified by KYTC staff and the individual county transportation plans completed by OKI in cooperation with the counties and KYTC. Previous studies included operational and safety studies of US-27 in Campbell County, Turkeyfoot Road in Kenton County and US-42 in Boone County. County transportation plans were completed for Kenton, Campbell and Boone counties in April 2003, September 2003 and November 2005 respectively. All were performed using Kentucky Exclusive PL funds (686). In FY 2009 OKI staff developed traffic simulation for the KY-8 corridor through a portion of Bellevue and Dayton. The US-42 corridor in Florence was also analyzed in FY 2009. The findings were presented to KYTC District 6.

METHODOLOGIES

The studies will utilize existing data and field review to document existing conditions including safety, geometrics and operational characteristics and will develop improvement strategies. Locations to be studied will be determined in cooperation with KYTC District personnel.

PRODUCT

Prepare a plan that outlines potential solutions that address safety and operational needs. (6/10).

OBJECTIVE

Development of the Fiscal Year 2011 Unified Planning Work Program (UPWP).

PREVIOUS WORK

The Fiscal Year 2010 Unified Planning Work Program (UPWP) outlined the scope of work to be undertaken by OKI for the period beginning July 1, 2009 and ending June 30, 2010. The document illustrates the relationship between adopted goals, objectives and program activities. It outlines the general nature of these program elements, which are summarized by general categories, and are referenced to specific projects by project number. Also included in this document is the agency prospectus which provides the framework for the remainder of the document and consolidates key interagency agreements according to OKI by-laws.

METHODOLOGIES

Primarily a management tool for planning and coordination, the UPWP provides the basis for cataloging and integrating OKI's activities into general categories. It delineates the programmatic and fiscal relationships essential for internal planning and programming. Activities associated with creating the program descriptions, reproduction and dissemination are provided for under this work element. Draft UPWP will be submitted

PRODUCTS

- 1) Draft FY2011 UPWP (3/10).
- 2) An up to date Memorandum of Understanding among the applicable entities identifying their mutual responsibilities per 23 CFR 450.314. (as necessary)
- 3) Monthly progress, annual and semi-annual performance and expenditure reports. (as required)
- 4) FY2011 Unified Planning Work Program (05/10)

697.1 – TRANSPORTATION PROGRAM REPORTING

OBJECTIVE

To provide to the public a transportation report summarizing the major activities of the transportation planning process.

PREVIOUS WORK

OKI prepared a transportation summary in FY09 as part of the agency's annual summary.

PRODUCT

Transportation Summary (6/10)

710.1 - LOCAL WATER QUALITY ACTIVITIES

OBJECTIVE

To undertake water quality planning activities in Ohio, Kentucky and Indiana, as appropriate and as resources permit.

METHODOLOGIES

- 1) Continue to support watershed activities in Ohio, Northern Kentucky, and Dearborn County as requested and as resources permit. These activities may include participating in technical advisory groups, facilitating meetings, arranging for presentations, tours, and canoe outings, participating in public involvement efforts; and identifying technical and fiscal resources to implement various improvement projects.
- 2) Continue to provide support for the OKI Groundwater Committee, a forum for groundwater management of sole source aquifer systems that provide more than two-thirds of a million people with drinking water and water for commercial, industrial, agricultural and recreational purposes, and to help local governments meet state and federal groundwater mandates.
- 3) OKI will continue to refine the base information and recommendations in the OKI Regional Water Quality Management Plan for non-Ohio portions of the region, as appropriate.

PRODUCTS

- 1) Collateral materials for Ohio, Northern Kentucky, and Dearborn County watershed management activities, which may include education and outreach materials, fact sheets, and articles in stakeholder newsletters. (as appropriate)
- 2) Meeting notices, agendas, summaries, and related correspondence. (as appropriate)
- 3) Updated base information and recommendations for the OKI Regional Water Quality Management Plan. (as appropriate)

710.4 – ST. CLAIR TOWNSHIP ZONING CODE UPDATE

OBJECTIVE

To assist St. Clair Township (Butler County) in updating the Township Zoning Ordinance to reflect recommendations of the recently adopted Comprehensive Plan related to source water protection.

METHODOLOGIES

OKI, working with the township, the Butler County Planning Commission, the Hamilton to New Baltimore Groundwater Consortium and the Miami Conservancy District, will - coordinate updating the Township Zoning Ordinance to reflect recommendations of the adopted Comprehensive Plan related to source water protection. The zoning ordinance update will address land use activities that may adversely impact water resources such as floodplains, prime aquifer recharge areas and public supply wells, including industries or transportation facilities that may use or transfer hazardous materials.

PRODUCTS

Interim and final zoning ordinance products, per scope of work accepted by St. Clair Township and Miami Conservancy District (the funding agency). (12/10)