

# ***INTRODUCTION***



## **INTRODUCTION**

The Fiscal Year 2025 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by Ohio-Kentucky-Indiana Regional Council of Governments for the period beginning July 1, 2024 and ending June 30, 2025. OKI serves as the Metropolitan Planning Organization (MPO) for the Greater Cincinnati region. This 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. Planning activities, products and a budget are provided for each program element. Also included in this document is the agency Prospectus (see Appendix D) which provides the agency structure, committee memberships and key interagency agreements.

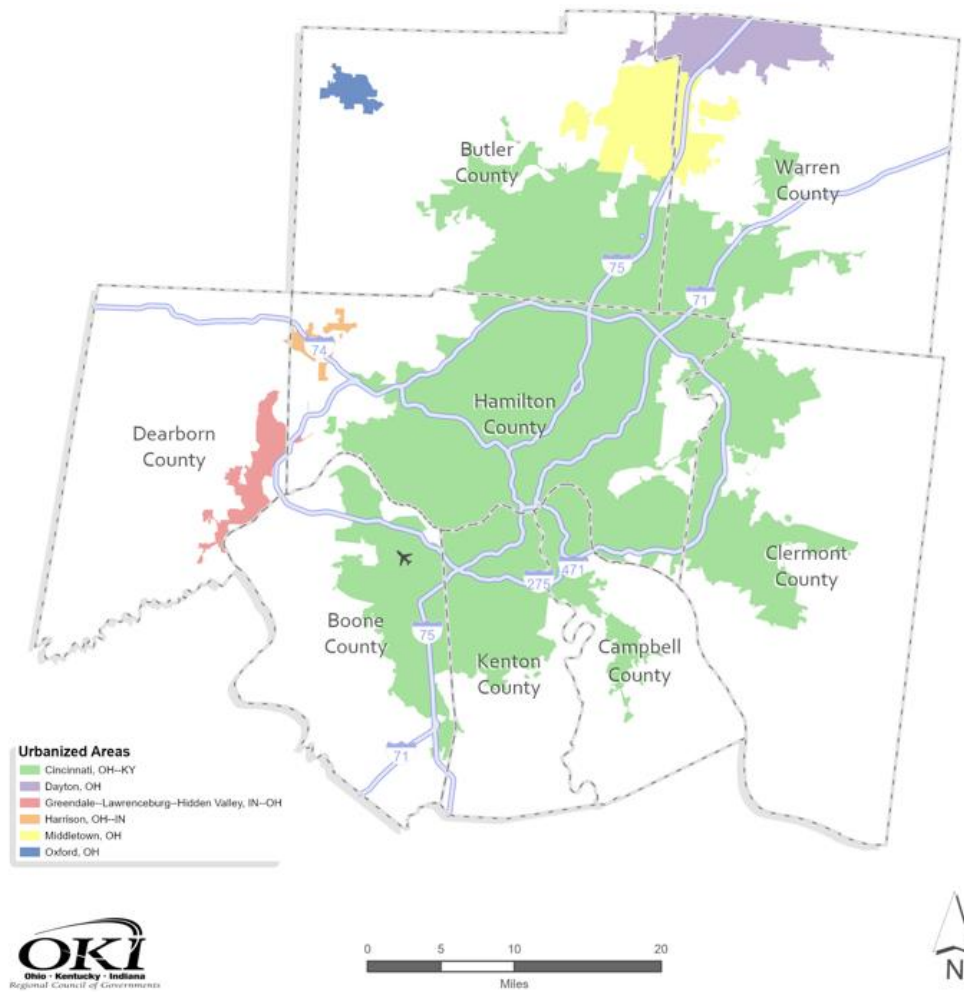
Primarily a management tool for planning and coordination, the UPWP provides the basis for cataloging and integrating OKI's activities into general categories. It delineates the programmatic and fiscal relationships essential for internal planning and programming. The current federal regulations that guide MPOs in developing an annual UPWP for the purpose of programming, scheduling, and managing metropolitan transportation planning activities for the program year are found in 23 U.S.C. 134(a), (f) as well as 49 USC 5303(a), (b). The primary federal regulations are 23 CFR 420.109, 23 CFR 450.308, 49 CFR 613 and 23 U.S.C. 150(c).

## **PLANNING AREA**

The OKI region and Metropolitan Planning Area (MPA) embraces an area of 2,636 square miles, with a regional population of 2,120,721 (2020 Census) in Butler, Clermont, Hamilton and Warren counties in the State of Ohio; Boone, Campbell and Kenton counties in the Commonwealth of Kentucky; and Dearborn County in the State of Indiana.

For several years, part of Dearborn County was identified as part of the Cincinnati-OKI Urbanized Area. Procedures for urbanized area definition changed with the 2020 Census and Dearborn is no longer considered part of the OKI Metropolitan Planning Organization (MPO). Dearborn and OKI have a mutual interest continuing the relationship and because of the urbanization trend in the county Dearborn County is considered part of the OKI Metropolitan Planning Area (MPA). As such, OKI will continue many of the metropolitan planning functions on behalf of Dearborn County with financial support from INDOT using State Planning and Research Funds (SPR). All Dearborn planning activities are funded using SPR funds except in 5310 activities.

## OKI METROPOLITAN PLANNING AREA



## PLANNING PRIORITIES

The FY 2025 transportation planning program emphasizes the implementation and documentation of the activities which will advance the region's ability to meet the future travel needs of the OKI region.

The overall goal for transportation planning is the implementation of balanced and efficient intermodal and multimodal transportation services for the OKI region while involving a broad spectrum of agencies and the public in all aspects of the process. More specifically it is the intent of the program to address the goals of the *OKI 2050 Metropolitan Transportation Plan* which are consistent with the metropolitan planning factors outlined in the federal transportation legislation Bipartisan Infrastructure Law (BIL). 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. OKI staff, in coordination with USDOT, ODOT, KYTC and INDOT, will continue the performance-based planning efforts initiated in FAST Act. Performance Targets will be established and monitored to address performance measures consistent with 23 CFR Part 490 and Part 924 and coordinating on targets related to Transit Asset Management and Transit Safety.

- 1) Maintain a Metropolitan Transportation Plan (MTP) to serve as a guide for transportation investment and service decisions.
  - Maintain, refine, amend and update as necessary the *OKI Metropolitan Transportation Plan*, including the travel demand forecasting model (TDF), in conformance with the requirements of the Clean Air Act (CAA) and BIL. Continue and expand an active performance-based planning component of the planning process.
  - Consideration of non-motorized modes of travel to increase the number of trips for utilitarian 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 through Transportation System Management and Operations (TSMO) strategies and projects to improve system efficiency, and to help realize reductions in vehicle miles of travel, congestion, air pollution, fuel consumption, and advance a system that enhances sustainability and livability.
  - Provide technical assistance for the preparation of pedestrian, vehicular and/or bicycle circulation plans.
- 4) Prioritize transportation projects to assure project funding and full utilization of federal and state funds.
- Develop and maintain a biennial Transportation Improvement Program (TIP).
  - Continue the competitive project selection process that reflects the transportation performance measures.
  - Conduct a TIP and MTP conformity analysis consistent with the State Implementation Plan for Air Quality as required.
  - Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
- 5) Assist in implementation of specific transportation projects.
- Serve as the designated recipient for FTA's Specialized Transportation Program (Section 5310).
  - Evaluate local social service agency applications for 5310 funding.
  - Develop and maintain a coordinated transit plan for the region consistent with the 5310 program.
  - Assist local communities and transit agencies in establishing park-and-ride lots for carpooling, vanpooling, and transit.
  - Assist in the development, implementation, and coordination of bicycle and pedestrian transportation facilities and programs throughout the region.
  - Assist in the planning, programming, and implementation of projects funded by the STBG-TA and CMAQ programs.
  - Promote and facilitate the implementation of intelligent transportation systems (ITS) to improve the transportation system efficiency and management.
- 6) Provide travel demand forecasting, transportation planning information and technical assistance in support of development and implementation programs.
- Partner with state DOT's on regional traffic and ITS operations programs for implementation of cross jurisdictional traffic signal timing, operation, maintenance, and freeway active traffic management.
  - Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access management, transportation planning, 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 transit agencies.
  - Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).

- Provide travel demand forecasts for KYTC, ODOT and INDOT 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.
  - Incorporate the requirements of Section 11206 amounting to a minimum of 2.5% of planning funds (PL) funding to be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
  - Incorporate the requirements of Section 11201 of BIL in the MPO Planning Process. This includes:
    - Consultation with officials responsible for housing,
    - Utilizing web-based tools for public involvement,
    - Clarification on the requirements when multiple MPOs cover the same urbanized area,
    - Clarification of the requirements when designating MPO officials or representatives.
- 7) Improve the efficiency by which goods are transported, transferred among modes, and distributed within and beyond the region. Continue freight planning and improvement in the efficiency of intermodal freight operations.
- 8) Involve a broad spectrum of agencies and the public, including environmental justice communities in all aspects of transportation planning. OKI will maintain a robust participation plan.

#### **RESPONSIBLE PARTY**

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. OKI's procurement procedures are consistent with (Federal Super Circular) 2 CFR 200. Transit section 674 is the responsibility of the respective transit agencies.

#### **SUPPORT AND ASSISTANCE FROM STATE & FEDERAL AGENCIES**

The Ohio Department of Transportation, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, the FHWA and the FTA 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. OKI has planning agreements, including planning MOA and conformity MOA with state DOT's and transit agencies. These can be found in the Prospectus (Appendix D).

#### **SUMMARY OF KEY AGENCY PROGRAMS AND ACTIVITIES**

There are three key documents produced by the metropolitan planning process: the Unified Planning Work Program, The Metropolitan Transportation Plan and the Transportation Improvement Program. These and other important activities are discussed below.

##### Unified Planning Work Program (UPWP) (Update Schedule: Yearly; Next Update: May 2025)

This document, prepared annually by OKI in cooperation with local and state officials, transit agencies and others, documents all planning activities anticipated during the fiscal year regardless of funding sources, while incorporating the comprehensive multi-modal planning process. This continuous planning process is responsive to the needs of the local area and to the changes occurring in the

region for which current data concerning land use, travel and transportation facilities must be continuously maintained.

OKI Metropolitan Transportation Plan (MTP) (Update Schedule: every four years; Next Update: June 2028)

The OKI Board of Directors adopted the OKI 2050 Metropolitan Transportation Plan on June 13, 2024. The MTP is amended as necessary. The MTP meets all the requirements of the Bipartisan Infrastructure Law (BIL) federal planning regulations. The MTP is required to be updated every four years and serves as a blueprint for transportation projects in the region through the year 2050. At the same time, it responds to BIL and Clean Air Act requirements that call for mitigating congestion, optimizing safety, and addressing air quality and other environmental, social and financial issues. As guidance becomes available the Plan will be amended as necessary to integrate any new requirement of BIL.

This MTP meets federal regulations requiring fiscal constraint and air conformity requirements. The MTP includes sections related to community impacts and environmental justice. This MTP provides the framework for corridor studies and other initiatives.

Transportation Improvement Program (TIP) (Update Schedule: every two years; Last Update: May 2023. Next Update: May 2025)

This document is normally developed every two years and reviewed periodically in cooperation with state and local officials, regional and local transit operators and other affected transportation, regional planning and implementing agencies. The TIP consists of improvements recommended from the short-range planning process, elements of the transportation plan and the transit development programs of the various transit systems. Specifically, the TIP: 1) identifies transportation improvements recommended for advancement during the four-year program period; 2) indicates the area's priorities; 3) groups improvements of similar urgency and anticipated staging into appropriate staging periods; 4) includes realistic estimates of total costs and revenues for the program period, including year of expenditure cost estimates; and 5) is financially constrained. The entire TIP is tested to establish its conformity with the State Implementation Plan for air quality.

The TIP includes individual and group project listings which are modified periodically and contain: 1) sufficient descriptive material of work, termini and length to identify the project; 2) estimated total project cost which may extend beyond the four years of the TIP, as well as the amount of federal funds proposed to be obligated during the program year; 3) proposed source of federal and non-federal funds; and 4) identification of the recipient and state and local agencies responsible for carrying out the project.

Transportation Air Quality Conformity and Emissions Analyses

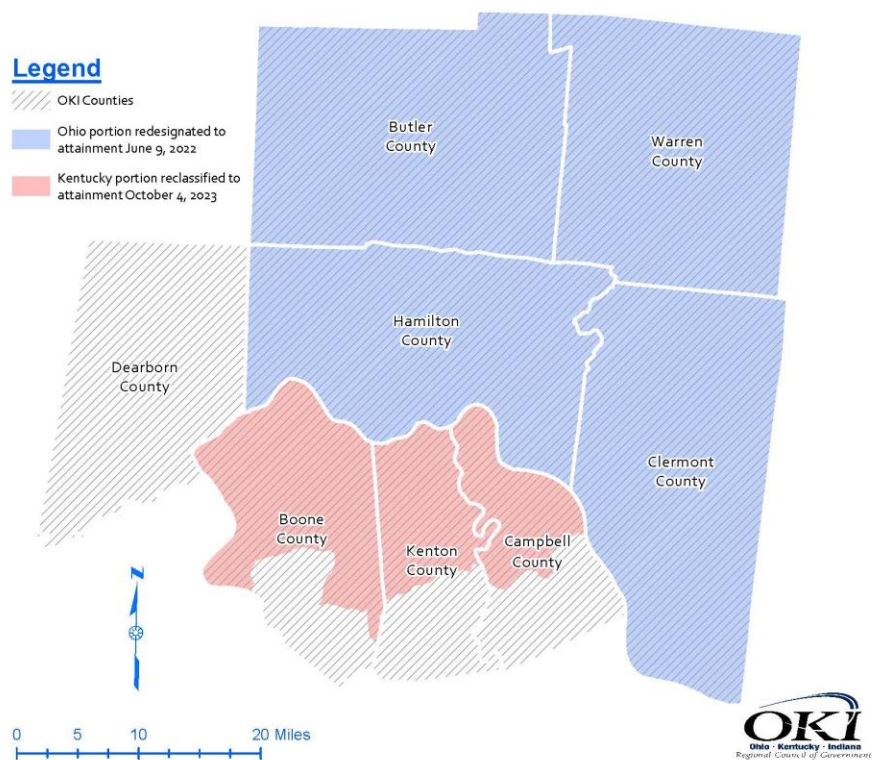
The 2015 Cincinnati ozone area includes portions of the Ohio counties of Butler, Clermont, Hamilton, and Warren; and the Kentucky counties of Boone, Campbell, and Kenton. On June 9, 2022, the U.S. Environmental Protection Agency (EPA) found that the Cincinnati, Ohio area had attained the 2015 ozone National Ambient Air Quality Standard (NAAQS) and acted in accordance with a request from the Ohio EPA to redesignate the Ohio portion of the area to a maintenance area. In October 2023, EPA found that the Kentucky portion of the Cincinnati area had attained 2015 ozone NAAQS and has been redesignated to a maintenance area. Maintenance areas must still demonstrate transportation conformity. Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals as contained in

the air quality State Implementation Plans (SIPs). OKI is responsible for the air quality conformity determination for the region's Transportation Plan and Transportation Improvement Program.

In February 2018, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA*. The decision impacts the Kentucky portion of the Cincinnati area that was formerly nonattainment under the 1997 ozone standard but is now in attainment for all other standards. This "orphan area" includes the more rural southern tier of Boone, Campbell, and Kenton counties. This area has not been subject to conformity since the 1997 ozone standard was vacated. OKI will continue to qualitatively demonstrate Kentucky's conformity with the 1997 standards for future MTP and TIP amendments.

OKI has performed transportation air quality conformity analysis for the region's MTP and TIP, most recently for the OKI FY2024-FY2027 TIP in September 2023. OKI has coordinated the process of developing local emission reduction strategies in support of the SIPs and has provided the state agencies with mobile source emissions inventories, including a technical document, for the Cincinnati region ozone redesignation. OKI has analyzed the air quality benefits of all candidate transportation projects subject to OKI's project prioritization process. OKI has prepared documentation supporting CMAQ eligibility for selected projects by documenting forecasted mobile source emissions reductions. As requested, OKI has provided technical support for evaluating the air quality benefits of candidate CMAQ projects in Kentucky.

### Cincinnati Ozone Area - 2015 Ozone Standard





### Corridor and Special Studies

OKI has been a leader both regionally and nationally in initiating and managing corridor studies. Since 1997, 21 corridor and/or special studies have been completed by OKI. The latest is the *OKI Freight Plan* which was completed in 2023. The corridor studies permit detailed evaluation of problems and potential solutions. The agency is in the process of updating the Strategic Regional Policy Plan (SRPP).

### Performance-based Planning

Performance-based transportation planning continues under BIL. With it comes emphasis from FHWA and FTA on integrating systems management and operations. It encourages us to look at more ways to optimize existing transportation facilities either through advanced technologies or strategies. OKI will fully participate in the target setting and monitoring of national performance goals and asset management.

### Transportation System Management & Operations (TSMO)

FHWA has developed Transportation Systems Management and Operations (TSMO), which is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of the existing transportation facilities. OKI has incorporated TSMO into the agency's MTP and Project Prioritization Process.

### Congestion Management Process (CMP)

The OKI region's quality of life and economic competitiveness are closely related to the degree to which the transportation system can provide an acceptable level of mobility. The importance of congestion is reflected in federal transportation rules requiring a Congestion Management Process (CMP) in metropolitan areas. The CMP shall provide "for safe and effective integrated management and operation of the multimodal transportation system" and result in "performance measures and strategies that can be reflected in the metropolitan transportation plan".

OKI's CMP identifies appropriate performance measures to assess the extent of congestion. It establishes a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. For the purpose of monitoring system performance, OKI has identified a regional Congestion Management Network. The CMP network includes about 1,480 road miles that carry nearly 78% of the total regional traffic. Ongoing system monitoring is accomplished through various data acquisition techniques including: 1) data-base management of traffic count data performed by OKI and its partners; 2) travel time surveys on the network beginning with the National Highway System (NHS) and by making use of INRIX and NPMRDS data; 3) acquisition of transit ridership data and operational data from transit operators; 4) periodic inventory of freight operations/data in the region, including ATRI; 5) periodic field review of the region's highway system attributes; 6) detailed travel data in ongoing transportation corridor study areas; and 7) a framework for evaluating the effects of system improvements (performance measures).

The CMP also identifies and evaluates appropriate congestion management strategies for the improved safety of the existing and future transportation system. OKI produces a comprehensive CMP analysis report every four years, coinciding with the development of OKI's Metropolitan Transportation Plan. The last CMP analysis report was completed in Spring 2020. The 2020 report documents the procedures and findings from the fifth 4-year data collection cycle that was completed in 2019 and compares transportation system performance at key intersections and segments of the CMP network to earlier data. An update to the CMP is part of this work program.

### Transit Planning Assistance

OKI provides ongoing transit planning assistance to all federally-funded public transit systems in the region: Southwest Ohio Regional Transit Authority (SORTA), Transit Authority of Northern Kentucky (TANK), the Middletown Transit System (MTS), Clermont Transportation Connection (CTC), Warren County Transit Service (WCTS) and the Butler County Regional Transit Authority (BCRTA), City of Cincinnati Streetcar (Cincinnati Bell Connector). At the request of the region's transit agencies, OKI began facilitating ongoing collaboration meetings in November 2021. This effort is ongoing.

### Section 5310 Program

OKI, as the designated recipient of the Section 5310 federal funds in the Cincinnati urban area, is responsible for managing an Enhanced Mobility of Seniors & Individuals with Disabilities Program to provide Federal funding to agencies located in Butler, Clermont, Hamilton and Warren counties in Southwest Ohio; Boone, Campbell and Kenton counties in Northern Kentucky and Dearborn County in Southeast Indiana.

OKI maintains a Coordinated Public Transit – Human Services Transportation Plan to identify service gaps and strategically prioritize 5310 funding investments. Each year, OKI conducts a call for 5310 project proposals and awards funding using a competitive selection process. OKI monitors projects and reports activity progress to FTA through the project and useful life benefit periods.

### Transportation Alternative Program (STBG-TA)

The Transportation Alternative Program continues under BIL. States are required to sub allocate a portion of these funds to MPO's. OKI administers a competitive process for the region's counties (for Ohio and Kentucky).

### Technical Services

OKI is a service organization. OKI staff provides support whenever possible to units of local government in the areas of transportation planning, geographic information systems (GIS), software applications (apps), land use and comprehensive plan guidance, small area traffic forecasts and process consultation.

### RideShare

OKI's RideShare service has been operational for more than 30 years. RideShare is a voluntary, employer-oriented activity to increase vehicle occupancy, decrease miles of travel and improve air quality. The OKI staff actively promotes and operates RideShare, including providing matching services to area commuters. The strategies include direct marketing to major employers, their employees, the public, and community groups. Promotional tools include freeway and arterial signing bearing the 241-RIDE telephone number, bus signs, brochures, radio and print advertising and the Guaranteed Ride Home program. Programmatic and financial management of vanpool services in the region will continue.

### Participation Plan, Title II, Title VI, ADA and Section 504

In 2022, the agency adopted an updated Participation Plan ahead of schedule to incorporate processes for remote (virtual) meetings due to COVID-19. OKI is dedicated to ensuring a fair and equitable planning process and business practice. The OKI Participation Plan outlines LEP processes for consultation practices related to the Disadvantaged Business Enterprises (DBE), Title II, Title VI

and Section 504 of Rehabilitation Act of 1973 requirements. OKI has dedicated staff to ensure compliance with and support of the Council's responsibilities and practices related to these issues.

#### Strategic Regional Policy Plan

Pursuant to its charge of maintaining a comprehensive, cooperative, and continuing transportation planning process, OKI adopted a strategic regional policy plan (SRPP) in 2005. Significant public and stakeholder engagement enabled comprehensive updates to the SRPP in 2014 and 2023. The current SRPP is maintained as a digital plan at [www.howdowegrow.org](http://www.howdowegrow.org). The plan was prepared to save limited tax dollars through better coordination of local land use planning and regional transportation planning. Specifically, the plan encourages land use patterns that promote multimodal travel and the efficient use of land, natural resources, and public facilities. OKI staff continues to work with the Land Use Commission to update, refine and implement the SRPP Policy Recommendations. Staff continues dialog with stakeholders and the public using social media platforms. OKI staff will engage stakeholders to review the significant regional issues and opportunity areas identified by this plan and work to advance policy recommendations through collaboration with regional partners and by leveraging other work program activities.

#### General Coordination Efforts Between OKI, State DOTs, FHWA, FTA, Local Transit Agencies

OKI has worked closely with ODOT, KYTC, INDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), SORTA, TANK, Clermont Transportation Connection, Warren Co. Transit, BCRTA and City of Cincinnati Streetcar in developing the multimodal approach to planning for the region. OKI has also coordinated with and has been a participant in the development of many studies including each of the statewide transportation plans, TANK'S recently adopted Transit Network Study (2020) and SORTA's Bus Rapid Transit Study (2022). OKI shares data with the various planning partners and agencies and provides technical assistance whenever possible. In 2024 OKI has taken on a leadership role in EPA's Climate Pollution Reduction Program. A collaborative of regional agencies across 16 counties in the MSA is producing a plan to address climate change and produce programs and projects to reduce green house gases.

#### **Professional Development**

Professional development of staff is critical to OKI's success and ability to provide excellent service and expertise to our region. Use of PL funds is an eligible expenditure under USC Title 23. Staff makes every attempt to identify the professional development activities for the fiscal year and are listed under the individual work elements on the following pages. For planning and budget purposes a placeholder may be used to allow for opportunities not yet known as of the publication date of this document. OKI will only engage in activities directly related to the implementation of the programs and projects identified in this UPWP. As appropriate, prior approval will be requested from funding agencies.

#### **PLANNING EMPHASIS AREAS**

Each of the FHWA Division Offices in Ohio, Kentucky and Indiana and FTA Regions IV and V Issue Planning Emphasis Areas (PEA's) through their respective state DOT annually. The purpose of the PEAs is to focus our efforts on implementing the programs of BIL. Following are emphasis areas for FY24 provided by each state.

##### Ohio Division PEA's

- Implementation of the Bipartisan Infrastructure Law (BIL)

- A minimum of 2.5% of PL funding is required to be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Examples of what counts towards this 2.5% requirement are included in Section 11206 of BIL.
- Incorporate the requirements of Section 11201 of BIL in the MPO Planning Process. This includes:
  - Consultation with officials responsible for housing.
  - Option for TMAs to develop a housing coordination plan.
  - Utilizing web-based tools for public involvement.
  - Clarification on the requirements when multiple MPOs cover the same urbanized area.
  - Clarification of the requirements when designating MPO officials or representatives.
  - MPO Capital Programs Management
  - Implementation of strategies for improved performance
  - Monitoring of established performance measures
- Development of 2026-2029 TIP/STIP
  - Staff time for document development and project prioritization
  - Coordination between member communities, ODOT, US DOT and other stakeholders
  - Reporting on regional transportation performance measures
- Transport Ohio Implementation
  - Alignment of Transport Ohio strategies with MPO Transportation Plan development
  - Evaluate the freight system to understand system performance needs and identify regional priorities
  - Serve as a technical resource on freight to local jurisdictions
- Title VI and Environmental Justice
  - MPOs should clearly document specific activities they are conducting related to Title VI and EJ within their annual work programs.

#### Kentucky Division PEA's

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets and Infrastructure Investment & Jobs Act (IIJA) Section 11206 activities.
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

#### Indiana Division PEA's

- Institutionalizing Equity, Accessibility, and Safety
  - Incorporate Transit Oriented Development into plans and project selection

- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>)
  - Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery
  - Review/Revise (as needed) existing Title VI, LEP, Title II, and ADA procedures and documents
  - Encourage Local Public Agency (LPA) to utilize and adopt [Public Right-of-Way Accessibility Guidelines](#)
  - [\(PROWAG\)](#)
  - Review/Revise (as needed) Public Participation Plans and incorporate tools for [meaningful public involvement](#)
  - Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices
  - Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance
  - Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.)
  - Review current policies, rules, and procedures to determine their impact on safety for allroad users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
  - Incorporate VRU considerations during planning, project development, and delivery processes
- Maximizing Coordination
    - Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review and the project design processes
    - Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices
    - Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements
- Urbanized Area and Metropolitan Planning Area Boundaries
    - INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions.

## **FY 2025 UNIFIED PLANNING WORK PROGRAM HIGHLIGHTS**

- 1) **601 Short Range Planning:** Assistance to local jurisdictions including pedestrian and bike planning, the continuation of an active transportation alternatives (STBG-TA) program and complete streets planning.
- 2) **602 Transportation Improvement Program:** Prioritization of projects to be funded with OKI STBG, CMAQ and TA funding. Ongoing posting and monitoring of performance measures as required by BIL. Development of the FY2026-2029 TIP.
- 3) **605 Continuing Planning - Surveillance:** Updated software applications for managing and presenting planning data. Respond to data requests for demographic data. Continued travel model development including update of the mode choice model. Programs, algorithms, models and dashboards which inform and provide insight to the transportation planning process.
- 4) **605.6 Security and Emergency Response (Local):** OKI local funds to collect and process non-transportation datasets for use in the Raven911 system for first responders.
- 5) **610.1 Transportation Plan:** Prepare for the USDOT Federal Certification Review. Continue an aggressive performance-based planning program including congestion management (CMP) program and use of INRIX and NPMRDS data. An update of the CMP will be completed. Review and update of the functional class network for the region. EV infrastructure planning and Carbon Reduction Program implementation.
- 6) **610.4 Land Use:** Integrate and leverage the OKI led Climate Action Plan finding and recommendations with the Strategic Regional Policy Plan.
- 7) **610.5 Fiscal Impact Analysis Model – Technical Development:** Ongoing maintenance and technical assistance features and functionality of the model.
- 8) **625.2 Transportation Services - Participation Plan:** Development of collateral transportation materials. Active social media program for informing citizens and businesses about transportation issues. DBE and Title VI related services. Execution of the agency's Participation Plan.
- 9) **665.4 Regional Clean Air Program:** OKI's Clean Air Program will once again strive to advance the "Do Your Share for Cleaner Air" message through a variety of media. OKI will participate in a multi-agency workgroup for electric lawn and garden rebate/discount programs funded by EPA.
- 10) **667.1 Commuter Assistance Services - RideShare:** Continue to provide transportation alternatives to commuters within the Tri-State area to reduce energy use, traffic, and pollution.
- 11) **674.3 Section 5310 Planning and Programming:** Activities include the administration of the 5310 transit funds for private, non-profit entities. Monitor subrecipient agencies. Update the OKI Coordinated Public Transit Human Services Plan.
- 12) **674.4 Section 5310 Program Pass Through:** FTA 5310 Funds awarded to private non-profit agencies for transportation capital and services. Maintenance of transit asset management plan (TAM).
- 13) **675.5/675.6/675.7/675.8/675.9/675.10/675.11 Mass Transit Exclusive Planning Studies:** Conduct transit planning and programming activities in the OKI region. Work performed by area transit agencies.
- 14) **684.3 Ohio Exclusive (PL):** A traffic data collection effort will be undertaken for the Ohio portion of the region.
- 15) **685.5 Indiana Exclusive (SPR):** Activities associated with the 3C planning process, including data collection and processing, GIS, and travel modeling.
- 16) **686.2 Kentucky PL Discretionary - Boone County Transportation Plan Update –** OKI will update the 2018 Boone County Transportation Plan. Major activities include a transportation needs assessment and prioritized list of recommendations and cost estimates.
- 17) **686.3 Kentucky Exclusive: Transportation Planning Activities:** Transportation Planning work specific to Kentucky portion of the region.

- 18) **695.1 Unified Planning Work Program:** Develop, produce, and disseminate a UPWP that responds to metropolitan transportation planning requirements. Prepare mid-year and year-end performance reports.
- 19) **697.1 Transportation Program Reporting:** A transportation report summarizing the major findings and activities of the OKI transportation planning process.
- 20) **720.1 Mobile Source Emissions Planning:** Conformity analysis for Plan and TIP amendments. Quantification of the expected air quality and energy benefits of candidate projects for STBG, SNK, TA, CMAQ and Carbon Reduction Program funding. Assistance to state air agencies for new emission budget development.
- 21) **710.1 Local Water Quality Activities:** Provide technical support for local agencies as time and resources permit.
- 22) **710.6 Water Quality Program (Ohio EPA):** Permit consistency reviews, associated plan amendments as appropriate and public information products as detailed in OKI's contract with Ohio EPA.
- 23) **710.9 Water Quality Program (Ohio General Assembly):** Updated Water Quality Management Plan and associated plan amendments.
- 24) **711.2 EPA Climate Pollution Reduction Grant:** Substantial progress towards completion of the region's Comprehensive Climate Pollution Action Plan.
- 25) **800.1 Regional Planning Activities:** Analyses of national and regional land development trends, conditions, and issues; and technical assistance on issues including land use, zoning, economic development, housing, water and sewer infrastructure, intergovernmental coordination, capital budgeting, and natural systems. Provide support for the OKI Regional Planning Forum and the OKI Planning Directors' Network.

## TRANSIT AND MULTI-MODAL PLANNING

The OKI FY 2025 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. Many of the program elements deal specifically with transit and multimodal planning. Following are project descriptions/justification of those elements:

Element	Description	Product Number (#)	Page
601	Short Range Planning	Planning assistance – (2)	16
602	TIP	Program of projects (1-4,6-9)	17
605	Continuing Planning - Surveillance	Collection & integration of transit data into upgraded travel model: (1-4,12)	19
610.1	Transportation Plan	Coordination with transit agencies (1-4,7,8,13)	25
610.4	Land Use	Research and collaboration regarding the connections between transportation & land use (2,6)	27
625.2	Transportation Services	(all)	30
667.1	RideShare	Guaranteed ride home program (3)	33
674.3	5310 Program	(all)	34
675.5	Southwest Ohio Regional Transit Authority (SORTA)	Local Transit Agency Planning (all)	36
675.6	Transit Authority of Northern Kentucky (TANK)	Local Transit Agency Planning (all)	38
675.7	Middletown Transit System (MTS)	Local Transit Agency Planning (all)	39
675.8	Clermont Transportation Connection (CTC)	Local Transit Agency Planning (all)	40
67459	Butler County Regional Transit Authority (BCRTA)	Local Transit Agency Planning (all)	41
675.10	Warren County Transit Authority (WCT)	Local Transit Agency Planning (all)	42
675.11	City of Cincinnati Streetcar (CBC)	Local Transit Agency Planning (all)	43
720	Mobile Source Emissions Planning	All	51



# ***WORK PROGRAM***



**GOALS**

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 access management plans, thoroughfare plans, complete streets and other studies.

To utilize the transportation planning expertise and resources of the OKI staff in providing data, technical assistance and planning services.

To administer the federal Transportation Alternatives program for funding sub-allocated to OKI from KYTC and ODOT.

To provide training and support to public and private non-profit agencies to enhance and improve transportation capabilities and resources, through workshops, and notifications of educational and/or training opportunities.

To further the goals of the OKI Complete Streets Policy adopted November 2022.

**METHODOLOGIES**

- 1) Technical Assistance – As appropriate, staff may provide technical assistance to local communities in various elements of transportation/bicycle/pedestrian planning, engineering, etc. (Section 11206 activity)
- 2) Surface Transportation Block Grant - Transportation Alternatives (STBG-TA) - OKI administers a competitive STBG-TA program for the region. Transportation Alternatives includes both infrastructure and the Safe Routes to School projects. Information regarding the program will be disseminated to local governments, and technical assistance will be provided on request. OKI will continue to actively seek projects with merit, and will assist applicants through the application and implementation process. Evaluate projects for consistency with the OKI Complete Streets Policy. (Section 11206 activity)
- 3) Coordination with local, state, and federal agencies on non-motorized mobility planning and Complete Streets. (Section 11206 activity)

**PRODUCTS – All are Section 11206 eligible**

- 1) Documentation supporting technical assistance to local communities in various elements of transportation/bicycle/pedestrian planning, engineering, etc. including ongoing maintenance of the regional trails inventory and updated bicycle guide/map. (as needed)
- 2) Administration of OKI's STBG-Transportation Alternatives. (ongoing)
- 3) Participation in non-motorized planning activities including Walk.Bike.Ohio and developing a complete streets inventory. (6/25)

**PROFESSIONAL DEVELOPMENT**

One staff member to attend an unspecified planning conference.

**GOAL**

To develop and manage an effective, multi-year Transportation Improvement Program (TIP) that identifies and prioritizes transportation improvements. Projects are to be consistent with transportation plans and studies developed through the urban transportation planning process. The TIP is fiscally and air quality constrained.

**METHODOLOGIES**

- 1) The TIP is a fiscally constrained planning document that provides a complete listing of all intended federally funded or regionally significant transportation projects for a four-year period. The current TIP was adopted in April 2023. It covers the fiscal years 2024 - 2027. Staff continues to monitor projects in the TIP and attends project review meetings conducted by ODOT, KYTC and INDOT. Staff works with ODOT-District 8 to lock-down projects for the upcoming fiscal year, KYTC-District 6 to periodically review project progress and INDOT-Seymour District for Early Consultation of highway projects planned for Dearborn County (conducted under 685.1)
- 2) The TIP is a dynamic document that requires numerous amendments and modifications during a fiscal year. Staff will continue to actively manage the program and prepare amendments and administrative modifications needed. The OKI Intermodal Coordinating Committee reviews TIP amendments and makes recommendations to the OKI Executive Committee or the Board of Directors. The ICC approves TIP Administrative Modifications as outlined in OKI Resolution 2021-32 adopted by the Board of Directors on 11/10/21.
- 3) Staff will manage a process to prioritize (Project Prioritization Process) and award OKI-allocated Surface Transportation Block Grant funds (STBG), Carbon Reduction Funds (CRF), Congestion Mitigation and Air Quality (CMAQ) funds and Transportation Alternative funds (TA). Work to prioritize and award CMAQ funds in Ohio will be done in coordination with the statewide urban CMAQ committee. The Project Prioritization Process may be reviewed and modified to meet the needs of the OKI Board of Directors.
- 4) Staff will continue to refine the interactive web-based tools that allow users to search the OKI TIP.
- 5) OKI will prioritize projects in the OKI region seeking TRAC funds.
- 6) As requested, OKI will prioritize projects in the OKI region seeking CMAQ funds in Kentucky.
- 7) Staff continues to prepare an annual list of obligated transportation projects federally funded in accordance with 23 U.S.C. § 450.332.
- 8) Annually the MPO is required to self-certify that the agency is conducting the requirements of the 3C Planning process required under Title 23.
- 9) The BIL continues the requirement that MPO Plans and TIP's incorporate performance management processes via national, state, and regional goals. The TIP will include performance measures and tracking consistent with the requirements of the BIL. These goals relate to safety, infrastructure condition, mobility and congestion, and environment.

**PRODUCTS**

- 1) A new FY2026-2029 TIP will be adopted in April 2025. Staff will monitor and expedite projects in the region using OKI allocated federal funds through meetings with ODOT, KYTC, INDOT and local sponsors; work with ODOT District 8 to lock-down projects for fiscal year 2026. (ongoing)
- 2) TIP Amendments and TIP Administrative Modifications. (ongoing)
- 3) Management of the Project Prioritization Process. (6/30/25)

- 4) Continued maintenance and refinement of the TIP website to include access to current TIP listing, maps as well as upcoming amendments and federal funding opportunities. (as necessary)
- 5) Regional prioritization of TRAC applicant projects. (as requested)
- 6) Regional prioritization of KY CMAQ applicant projects. (as requested)
- 7) An annual listing of obligated transportation projects funded with federal funds will be published within 90 days of the end of the state fiscal year for Ohio and Indiana projects (9/30/24) and within 90 days of the end of the federal fiscal years for Kentucky projects. (12/31/24)
- 8) Annual self-certification of the metropolitan planning process. (5/25)
- 9) The TIP will include transportation performance measures which will be tracked, evaluated and updated over time. The TIP shall include a description of the anticipated effect of the TIP towards achieving the performance targets identified in the MTP, linking investment priorities to those performance targets. (ongoing)

**PROFESSIONAL DEVELOPMENT**

No activities planned.

**GOAL**

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. Develop and maintain demographic data, GIS data and tools, and related datasets.

Develop and maintain a travel demand model capable of estimating current and forecasting future trip making behavior and travel patterns as well as assessing the impacts of proposed changes in land uses, transportation system, travel demand management strategies, and transportation control measures.

Develop and maintain data and data processing tools that generate input to the vehicle emission model for the air quality modeling.

Apply travel and traffic data and travel demand and mobile emission models for transportation planning and traffic study in OKI region.

**METHODOLOGIES**

- 1) Maintain and update transportation system inventory data. The regional database includes transportation supply characteristics. Staff will continue to update and perform quality control on base and future year highway and transit networks.
- 2) Maintain and update regional travel data. The regional travel data includes the travel behavior data, traffic counts, and the system performance data. The travel behavior data, including household and person characteristics, trips made, and trip characteristics (trip purpose, mode, time, etc.) is the base to design the parameters for the travel demand model. OKI will analyze the transit on-board survey data and apply the data for mode choice model validation and calibration. OKI will compile and integrate the traffic counts collected and in FY24. Staff will continue to collect and utilize the system performance data from the National Performance Management Research Data Set and INRIX and StreetLight speed and travel flow data for the travel demand model design and transportation system performance evaluation.
- 3) Maintain, refine, and enhance OKI travel demand and air quality models and data processing tools to represent state-of-the-practice capabilities. The activities involved include improving model methodologies, refining model parameters based on the household travel survey and transit on-board survey data and traffic counts and system performance data, streamlining model operations, improving data summary tabulation/plotting/reporting capability, and updating model documentations.

OKI will test and adapt the new mobile emission model, the MOVES4, for the air quality and conformity analysis.

OKI will continue to participate with ODOT, MORPC, NOACA, and MVRPC in the development of the Activity-Based modeling system for the large MPOs in the state of Ohio. Staff will continue to improve the OKI Activity-Based model and explore potential applications of the Activity-Based model on tolling, autonomous vehicle, TNC, connected vehicle, mobile source emissions, mass transit technologies, and other alternatives and scenarios for the LRP and other transportation planning studies. Staff will continue to develop tools that streamline the air quality modeling

process for EPA's latest vehicle emission model.

- 4) Utilize the travel demand and vehicle emission models to generate travel demand and traffic forecasts, as well as mobile emission estimates for traffic studies and various transportation and environmental planning initiatives within the OKI region.
- 5) Maintain technical expertise in the latest advancements in travel modeling, traffic simulation, air quality modeling, and data processing by participating in model user group, attending model meeting and conferences, and other model and software training as appropriate.
- 6) The most current state data center (Ohio Department of Development Services, Kentucky State Data Center, Indiana Business Research Center) county level population control totals will be utilized in air quality conformity determination and travel demand modeling procedures. Staff will track zonal level residential and commercial development activity to identify areas of growth and/or change in land use.
- 7) OKI will assist the Census Bureau in providing data, processing census data and reviewing census products. OKI will develop expertise in utilizing Census products in order to respond to census related data requests from local government, business, academia and the public.
- 8) Design, develop, and update demographic webpages for the OKI website to provide local governments, businesses, academia, and the public with demographic data for their communities.
- 9) Leverage data from the Census to provide data to inform projects related to housing, employment, transportation, and related plans.
- 10) Continue to update ongoing developments across the OKI region to inform possible changes to the Socioeconomic Database.
- 11) Maintain licensing and technical support for GIS software through an Enterprise License Agreement with ESRI. Attend annual ESRI user conference, state GIS conferences, local GIS user group meetings, and other GIS training as needed. Upgrade GIS hardware as required.
- 12) Continue development and/or refinement of GIS databases and maps to support transportation planning including data to support the environmental consultation process.
- 13) Develop and maintain internet and/or intranet web mapping applications and story maps to display and analyze OKI GIS database information.
- 14) 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 continue and if appropriate, expand its role as a regional data source for such critical datasets.
- 15) Investigate additional opportunities for collecting crowd-sourced data as needed.
- 16) Research, design, and build new Internet of Things (IoT) devices for collecting transportation related datasets.
- 17) Use statistical analysis and data mining techniques for investigation of large transportation related datasets that will provide insights to the regional transportation network. Develop AI & Machine Learning programs, algorithms and models to derive and identify patterns, influences, correlations, relationships and predictive factors from these large transportation databases.
- 18) Utilize OKI's unmanned aerial vehicles (UAV's) to collect transportation related datasets.

## **PRODUCTS**

- 1) Updated and refined transportation system characteristics data files, including the up to date base year highway and transit networks, updated future year (2030, 2040, and 2050) highway and transit networks with the TIP and LRP projects coded, and other transportation supply data files. (ongoing)

- 2) Transit ridership and usage data from transit on-board survey. Updated traffic database with more historical and up-to-date traffic counts. Transportation system performance dataset, including the speed, travel time, and trip Origin-Destination pattern data. Maintain traffic counting equipment and capabilities (potentially by purchasing additional equipment). Programs and tools for the traffic count data compiling, cleaning, validation, and quality control. (ongoing)
- 3) A validated and state-of-the-practice OKI-Only Activity-Based travel demand model. Adopted MOVE4 air quality model that generates emission estimates based on regional system performance measures from travel demand model and other data sources. Well-designed data processing routines that compile traffic data, generate input and summarize output for travel demand and air quality models. Streamlined internal workflow for presenting model data. (ongoing)
- 4) Travel demand forecast and traffic impact analysis service to the stakeholders. Application of the travel demand model and air quality model on regional planning and other transportation and traffic studies. (ongoing)
- 5) Attend the Transportation Research Board (TRB) Annual Meeting and TRB Conference on Transportation Planning Application and present findings in travel demand model development, improvement, and application. Attend the quarterly ODOT travel demand user group meeting. Attend model and software training. (as appropriate)
- 6) Revise the current zonal socioeconomic files for base year, interim years, and future horizon years as needed and provide any supplemental data necessary for air quality conformity or travel demand modeling activities. (as necessary)
- 7) Provide support to the U.S. Census Bureau and process any data requests from local governments, citizens and others (as requested). Attend Population Association of America and American Planning Association events to stay up to date on best practices using Census data and general demographic data analysis techniques. (ongoing)
- 8) New and up-to-date demographic webpage on the OKI website (06/25).
- 9) Fulfilled demographic data requests. (ongoing)
- 10) Up-to-date development database. (ongoing)
- 11) Up-to-date GIS software. (as necessary)
- 12) Updated geographic databases. (ongoing)
- 13) New online and up-to-date web mapping applications. (as needed)
- 14) Participation in regional homeland security efforts such as the Emergency Preparedness Collaborative. Improved GIS data sharing and collaboration within the regional homeland security community including presentation to stakeholders and community leaders and funding agencies as appropriate. (ongoing)
- 15) Crowd sourced data collection applications. (as needed)
- 16) New IoT data collection devices. (as appropriate)
- 17) Programs, algorithms, models and dashboards which inform and provide insight to the transportation planning process. (as appropriate)
- 18) New UAV collected spatial databases. (as needed)

## **PROFESSIONAL DEVELOPMENT**

- 1) Two staff members to attend the Transportation Research Board Annual Meeting (1/25)
- 2) Two staff members to attend TRB Conference on Transportation Planning Applications (6/25)
- 3) Two to three staff members to attend the quarterly ODOT Model User Group Meetings
- 4) Two staff members to attend the ESRI Developer's Summit. (3/25)
- 5) Two staff members to attend the ESRI User Conference. (7/24)

- 6) Two staff members to attend the Ohio GIS Conference and two members to attend the Kentucky GIS Conference. (9/24-10/24)
- 7) Online GIS software training for staff. (as-needed)
- 8) One staff member to attend Geo Week. (2/25)
- 9) One staff member to attend OTEC. (10/24)
- 10) One staff member to attend APA OKI Conference. (10/24)



**GOAL**

Develop, maintain and implement regional Geographic Information System (GIS) data sets, which are capable of supporting Security and Emergency response efforts in and across the Greater Cincinnati Region.

**PREVIOUS WORK**

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 capable of supporting transportation, security planning and emergency response efforts. A fully functioning common operating picture application known as RAVEN911 has been developed to provide situational awareness during emergency response circumstances for planners and emergency response personnel. A partnership model has been established.

**METHODOLOGIES**

- 1) Develop and maintain GIS datasets to support the implementation of a regional GIS capable of supporting security, emergency response and resiliency planning efforts in and across the Greater Cincinnati Region.
- 2) Maintain the RAVEN911 mapping system.
- 3) Develop partnerships to support the ongoing development and maintenance of the RAVEN911 system.

**PRODUCTS**

- 1) Up-to-date GIS layers used to support security planning, emergency, and resiliency response efforts. (ongoing)
- 2) Monthly system status checks and an operational system. (ongoing)
- 3) Partners contributing to the ongoing success of the system. (ongoing)

**PROFESSIONAL DEVELOPMENT**

OKI does not anticipate any professional development activities for this element.

**GOAL**

To conduct a performance-based metropolitan planning process in improving the management and operation of the transportation system through continued cooperation, communication and coordination.

**METHODOLOGIES**

- 1) OKI will carry out a performance-based metropolitan transportation planning process for the MPO area in cooperation and consultation with federal, state, transit agencies and local partners. Performance measures and asset management will be tracked and reported in accordance with applicable laws and regulations. This includes NPMRDS TMC data acquisition and processing. Support of state targets where appropriate will be declared by Board resolution.
- 2) Amend the *2050 OKI Metropolitan Transportation Plan* as necessary.
- 3) Prepare for and execute the federal certification review. The review is a performance audit of the agency metropolitan planning process.
- 4) As the Metropolitan Planning Organization for the region, OKI must maintain a focus on managing the existing infrastructure. OKI will work with all levels of agencies and the public to plan for management and operations of all modes of the transportation system. OKI will continue the development and sharing of planning data. OKI will continue to participate in regional, state and national forums to identify procedures for addressing federal and state planning requirements. This will include conducting planning activities consistent with metropolitan planning agreements that respond to 23 CFR 450.314 and 49 CFR 613 and 625. OKI will educate and assist local public agencies on the requirements of ADA. OKI will pursue regional models of cooperation by promoting cooperation and coordination across agency boundaries. Assist states as needed in the development of their Asset Management Plan. Provide aid to transit agencies as needed in the development of the Transit Asset Management Plans.
- 5) Staff will coordinate with state and local stakeholders on the review and update of the roadway functional class system based on Census 2020 data and the adjusted urban boundaries.
- 6) For measuring system performance and providing data for the congestion management process (CMP), OKI will continue to collect and exploit traffic quality information of roadways in the 1,480 mile CMP network. The traffic information includes a combination of data from OKI's travel demand forecasting model, intersection turning movement counts at selected key regional intersections, speed and travel time data provided by FHWA National Performance Management Research Data Set (NPMRDS), ODOT (INRIX) as well as Streetlight data. Following each 4-year data collection cycle, a CMP Findings and Analysis Report will be completed. The next report is due in November 2024. The report evaluates the CMP network based on established performance measures and recommends appropriate strategies to address deficient locations. The findings contained in the report will continue to be integrated into the TIP and metropolitan transportation planning processes and be consistent with BIL requirements.
- 7) 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 (ITS-A) 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 maintains the Regional Architecture and ITS Plan and periodically makes updates in response to changes in federal or state rules and to add or revise projects. OKI staff will monitor the ITS-A and amend as necessary to maintain the region's architecture and strategic plan.

- 8) OKI staff is active in transportation 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. It also provides for special studies or analysis to assist communities to more fully evaluate the impacts of multi-modal transportation projects and programs. Staff will serve as a key regional partner to research, analyze and implement transit opportunities especially as they relate to technological innovation and creative financing.
- 9) OKI will maintain and update crash data on the transportation system to monitor existing conditions. Staff will continue to monitor and report safety performance metrics as required for the Plan and TIP. Database and GIS software will be utilized to locate high crash concentrations and segments of roadway with high crash rates. Support the Highway Safety Improvement Program (HSIP) by coordinating efforts with KYTC and ODOT in executing their State Strategic Highway Safety Plans (SHSP).
- 10) Staff will continue to engage the multi-modal freight community and explore opportunities to partner with the purpose of supporting regional safety, infrastructure maintenance, mobility and reliability, environmental sustainability, and economic competitiveness by enhancing transportation infrastructure. This includes OKI participation on the Kentucky Freight Advisory Committee on Transportation (KFACT), the Ohio Freight Advisory Committee (OFAC), and Transportation Research Board (TRB) Urban Freight Transportation and Truck Industry Research committees. Planning activities are related to the identification of freight transportation data, needs, trends and solutions. OKI will work with ODOT and KYTC on the alignment of state strategies with OKI's Metropolitan Transportation Plan. OKI will seek innovative ways to optimize funding for freight projects, to evaluate the freight system to understand system performance needs and identify regional priorities, and to serve as a technical resource on freight to local jurisdictions.
- 11) Staff will evaluate opportunities to improve the OKI project prioritization process. This may include resiliency and reliability, technology, and freight.
- 12) The implications of "Emerging Transportation Technologies" are broad and likely to transform the way people and goods move over the coming decades. OKI staff is actively engaged in these technologies to ensure the agency's transportation efforts and funding investments are wisely spent to result in the greatest public good. This element provides for staff participation in several ongoing regional partnerships with CVG, UC, REDI Cincinnati, JobsOhio, ODOT, as well as developing new partnerships to identify new processes for sharing data and transportation enhancements to address critical regional issues such as workforce accessibility, efficient public transit service, reductions in emissions and congestion, and improved safety and travel times. Staff will monitor, research, and analyze new technology solutions.
- 13) Coordination with local transit agencies to maintain the transit asset management and safety plans. Staff will work to integrate all resulting targets from those plans into OKI's planning process.
- 14) Continue engagement with EV infrastructure stakeholders to accelerate the transition toward electric and other alternative fueled vehicles. Assist OEPA, ODOT, IDEM, INDOT, KEEC, KYTC and local partners including Duke Energy and local communities on matters related to alternative fuel infrastructure as requested.

## PRODUCTS

- 1) MTP, TIP and other planning documents will reflect performance measures (including transit asset management and transit safety) and targets developed cooperatively with state and local partners and the progress towards meeting those targets. The OKI Board will adopt targets by resolution as appropriate. Ongoing maintenance and updates to the Performance Measures website.
- 2) Amended *OKI 2050 Metropolitan Transportation Plan* and Plan amendments as necessary. (6/25).
- 3) Complete certification review of the OKI metropolitan planning process. (5/25)
- 4) Coordination with ODOT, KYTC, local governments, transit agencies, public ports and private transportation providers on options for improving the management and operation of the existing

system and future improvements. Participation in regional, state and national forums on transportation planning issues, including updates of state DOT transportation plans, other cross jurisdictional transportation cooperative planning activities and data sharing. (ongoing)

- 5) Updated roadway functional class system (6/25).
- 6) Updated performance-based Congestion Management Program. Speed data from FHWA, ODOT and KYTC will be integrated into the OKI travel time database to allow for the estimation of travel time reliability and travel time indices. (as appropriate)
- 7) Amended ITS architecture. (as necessary)
- 8) Project development activities for future transportation corridor or special studies.
- 9) Identification of high crash locations. Cooperation with ODOT, KYTC in the review of their SHSP. Safety performance measures and targets monitoring and reporting. (on-going)
- 10) Continued outreach and coordination with public and private freight and economic development stakeholders. Development of the freight component of the regional transportation system. Continued update and enhancement of freight data resources. (ongoing). Amendments as needed to the OKI Freight Plan.
- 11) Revised OKI Project Prioritization process. (as appropriate)
- 12) Development of planning techniques and evaluation methods that will assist deployment of advanced transportation materials, methods and/or new technologies. (06/24).
- 13) Coordination with local transit agencies including Butler County Regional Transit Authority, Clermont Transportation Connection, Middletown Transit System, Warren County Transit, and Cincinnati Streetcar to maintain the transit asset management and safety plans. Staff will work to integrate all resulting targets from those plans into OKI's planning process.
- 14) Consultations with energy industry, local public works and other energy experts related to the transportation system and continued discussion of potential electric and other alternative fuel infrastructure strategies to inform planning of a sustainable infrastructure system that works for all users. (ongoing)

#### **PROFESSIONAL DEVELOPMENT**

- 1) One staff to attend tri-annual meetings of the Kentucky Freight Advisory Committee for Transportation (KFACT) and Ohio Freight Advisory Committee (Ohio FAC)
- 2) Four staff members to attend unspecified training workshop/conferences
- 3) Ten staff members to attend the Ohio Conference on Freight in Cleveland (9/24)
- 4) Four staff members to attend the Ohio Traffic Engineering Conference (10/24)
- 5) Two staff members to attend the APA OKI Conference (10/24)
- 6) One staff member to attend the TRB Annual Meeting (1/25)
- 7) Two staff members to attend the APA National Conference (5/25)

**GOAL**

To maintain and implement the Strategic Regional Policy Plan (SRPP) and strengthen the linkage between transportation policy and land use. Provide guidance and assistance to local governments as local comprehensive planning efforts occur and as local standards and development criteria are created.

**METHODOLOGIES**

- 1) Continue education and coordination efforts about regional land use trends and transportation impacts. Target audiences will include local officials, planners, developers, and government decision-makers. OKI will continue to support efforts that advance transportation and/or regional planning activities which rely upon and/or enhance OKI environmental resource data, including certain Green Umbrella activities, Taking Root board participation, Northern Kentucky Urban and Community Forestry Council, and Cincinnati District 2030 activities.
- 2) OKI will consult with appropriate state and local experts responsible for environmental protection, conservation, natural resources, storm water management, land use planning and historically significant sites to consider effects of the metropolitan transportation plan. This includes the consideration of environmental effects in its planning process and a discussion of types of potential environmental mitigation activities and areas to carry out these activities using the OKI Environmental Mitigation and Suitability Modeler.
- 3) OKI will maintain data necessary for the OKI Housing Dashboard, promote its availability, and provide technical assistance to communities utilizing the tool.
- 4) OKI will consult with appropriate responsible officials and experts to explore methods to best integrate housing, tourism, and natural disaster risk reduction into the metropolitan transportation plan.
- 5) Research and compile information to inform the planning for a resilient and sustainable infrastructure system. This includes evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation; shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.
- 6) Continue implementation of the Strategic Regional Policy Plan by refining and continuing distribution of local comprehensive plan guidance and OKI Community Choices Guides. Provide technical assistance and encourage the use of these resources promote land use patterns and development policies consistent with the SRPP.
- 7) OKI will maintain data necessary for the OKI Tree For Me interactive online tool and provide support to communities and organizations using the tool for tree distributions in the region.
- 8) Integrate and leverage OKI led Cincinnati OH-KY-IN Climate Action Plan findings and recommendations with the SRPP goals, regional opportunities, and policy recommendations.

**PRODUCTS**

- 1) Documentation of presentations and coordination on the land use/transportation relationship, trends and distributed materials. Active participation with Green Umbrella and Taking Root organizations helping to ensure the alignment of regional planning goals. (ongoing)
- 2) Consultations with multidisciplinary agencies related to the transportation plan and continued discussion of potential environmental strategies that are regional in scope, potential environmental mitigation activities and potential areas to carry out these activities. Active

promotion and technical support for the OKI Environmental Mitigation and Suitability Modeler. (ongoing)

- 3) Maintained OKI Housing Dashboard online interactive calculator for local community use for housing planning and policy formulation. (ongoing)
- 4) Staff will explore methods to integrate housing issues, tourism, and natural disaster risk reduction with the transportation plan. Staff will identify appropriate responsible officials and experts related to each topic and work to engage each in the development of the metropolitan transportation plan. (ongoing)
- 5) A regional trends and conditions report on sustainable transportation opportunities to include best practice examples. This report will inform the transportation and natural systems elements of the SRPP and future updates of the Metropolitan Transportation Plan. (6/25)
- 6) Maintained [www.HowDoWeGrow.org](http://www.HowDoWeGrow.org) SRPP website with current regional trends and conditions related to the SRPP. Updated Regional Planning Forum website with Community Choices Guides including FIAM and Housing, and documentation of distribution of local comprehensive plan guidance and of technical assistance provided. (ongoing)
- 7) Maintained OKI Tree For Me online tool, tree distribution reports, and tree benefit reports. (as necessary)
- 8) Updated SRPP content. (as appropriate)

#### **PROFESSIONAL DEVELOPMENT**

- 1) One staff member to attend the National American Planning Association Conference (4/25)
- 2) Two staff members to attend an APA state conference (10/24)
- 3) One staff member to attend the national American Society of Landscape Architects Conference (10/24)
- 4) One staff member to attend NMBEC Annual Meeting (5/25)
- 5) One staff member to attend National Association of Environmental Professionals Conference (5/25)

**PID 118930**

## **610.5 – FISCAL IMPACT ANALYSIS MODEL**

### **GOAL**

To continue to maintain and refine the OKI Fiscal Impact Analysis Model (FIAM). Transportation investment stimulates economic development and land use change. The FIAM implements a recommendation of OKI's Strategic Regional Policy Plan by increasing local governments' understanding of the costs and benefits of development. The FIAM 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. The FIAM uses local government budgetary, land use, population, and employment statistics to estimate costs and revenues of development using current local government budget data.

### **METHODOLOGIES**

- 1) Continue to promote and provide technical assistance to community users.
- 2) Manage the process of incorporating additional user data into OKI's Fiscal Impact Analysis Model.
- 3) Research and develop Fiscal Impact Analysis Model refinements and expanded functionality deemed necessary and appropriate as the FIAM continues to be used by local governments.

### **PRODUCTS**

- 1) Documentation of technical assistance provided. (ongoing)
- 2) Additional data and analysis for new communities using the fiscal impact analysis model. (as appropriate)
- 3) Documentation of expanded functionality including consultant services. (as appropriate)

**PID 118926**

**GOAL**

To incorporate Title VI and Section 504 of the Rehabilitation Act of 1973, along with other Environmental Justice (EJ) and DBE concerns, into OKI's planning process to ensure the participation of all interested people, including those who are traditionally underserved. OKI will continue to implement a Participation Plan (PP) using traditional methodologies where appropriate and will expand the use of various digital social media platforms to now include virtual public involvement (VPI) where appropriate and continue to explore 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 to assist staff with the implementation of its Participation Plan in all transportation planning projects. An update to the Participation Plan was adopted by the OKI Board of Directors in February 2022. The Participation Plan is updated every four years. In 2023, OKI submitted and received approval from KYTC for the MPO's Title VI plan outlining its commitment to operating its programs and services without regard to race, color, national origin, religion, sex, age and/or disability in accordance with Title VI of the Civil Rights Act. OKI continues to update its DBE Certified Vendor Bid List and solicit additional DBE certified vendors as appropriate.

**METHODOLOGIES**

- 1) Maintain and execute the Participation Plan and its strategies and plans for OKI studies and programs. The effectiveness of the Participation Plan will be periodically reviewed.
- 2) Enhance the participation process; strengthen community-based partnerships and provide EJ populations recognized by OKI with opportunities to learn about and improve the quality and usefulness of various transportation modes.
- 3) Facilitate DBE/SBE participation in OKI contracting opportunities.
- 4) Work with the Intermodal Coordinating Committee (ICC) to develop criteria and measurement tools for EJ components when evaluating STBG, TA and CMAQ projects.
- 5) Coordinate and execute OKI communications activities involving transportation issues to the public, media, elected representatives and government officials as well as business associations and industry-related organizations to enhance and support OKI's transportation planning processes.

**PRODUCTS**

- 1) An effective Participation Plan and customized outreach plans, including social media activities as appropriate, for OKI studies and projects. (ongoing)
- 2) An updated Title VI Program (Plan) including an updated ODOT Title VI Compliance Questionnaire. (4/25)
- 3) RFPs and RFQs will be disseminated to OKI's DBE / SBE Certified Vendor Bid List. (as appropriate)
- 4) Input will be provided to the TIP and MTP project evaluation process to ensure proper consideration is given to underserved communities. (as appropriate)



- 5) Public outreach, collateral materials, provide and receive industry related knowledge and education. (ongoing)

**PROFESSIONAL DEVELOPMENT:**

- 1) One staff member to attend the COMTO National Conference. (7/24)

**GOAL**

To continue the Regional Clean Air Program designed to reduce outdoor pollution levels through outreach and education to protect public health, the local economy and attain national ozone and particulate matter standards.

**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. OKI’s Clean Air Program addresses ozone and particulate matter pollution issues. The Greater Cincinnati area is in attainment for the 8-hour ozone standard.

Advertising, social media, public relations and other avenues of creating awareness will be utilized. The multi-faceted campaign targets citizens, media, local governments, and businesses in the OKI region.

The primary goal of the public outreach campaign is to improve the quality of the air in the Greater Cincinnati and Northern Kentucky area by continuing to educate the public, businesses and media about air pollution (ozone and particulate matter pollution), their contributions to it, and the voluntary measures they can take to help reduce air pollution formation.

- 2) OKI will continue to participate in a multi-agency workgroup for electric lawn and garden rebate/discount programs funded by EPA.

**PRODUCTS**

- 1) An outreach program geared toward the reduction of pollutants in the eight county airshed. (ongoing)
- 2) Develop a manual with funding sources, guidelines for administering the electric lawn and garden rebate/discount program, contact lists and other outreach strategies. (ongoing)

**FUNDING NOTE:**

"Third-party in-kind contributions" in the form of advertising contributed services will be used as match for the Kentucky share of the program. Refer to Table 3 of the Budget for details. **PID 111264**

**GOAL**

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.

**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 and effectiveness. 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 and counts of applicants provided with match-lists. (on-going)
- 2) Retain existing vanpools through rider recruitment and form new vanpools. (ongoing)
- 3) An accurate GRH database and an efficient reimbursement program. (ongoing)
- 4) Implementation of an annual marketing plan outlining the most effective approaches to increase awareness and participation in all aspects of the OKI RideShare program. (ongoing)

**PID 111261**

**GOAL**

The goal of this program is to provide a means for distributing Section 5310 federal funds apportioned to the Cincinnati urbanized area. These funds are used by many private, non-profit agencies to acquire vehicles for transportation services offered to their clients and other projects eligible for 5310 funding.

**PREVIOUS WORK**

OKI was named the designated recipient of Section 5310 funds for the Cincinnati urbanized area in 2014 by the Governors of Ohio, Kentucky, and Indiana. During FY2021-22, OKI updated the OKI Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan) for the OKI Region. In FY21, OKI updated the 5310 Program Management Plan and the application form used for the annual competitive selection process. Each year, OKI submits to FTA a 5310 Program of Projects utilizing federal 5310 funding apportionments.

**METHODOLOGIES**

- 1) Hold meetings of the Oversight Team, as needed, to provide guidance and oversight for the Section 5310 program.
- 2) Update the application process for soliciting, reviewing and ranking applications from eligible agencies as needed. Projects recommended for funding will be presented to the OKI Board of Directors/Executive Committee for approval.
- 3) OKI will maintain a Program Management Plan as required of Designated Management Agencies.
- 4) OKI will prepare and submit to FTA a Program of Projects describing each sub-recipient project or program and verifying a minimum of 55% of the annual funds are applied to 'traditional' activities as defined by FTA for the Section 5310 program.
- 5) Staff will monitor 5310 subrecipient use of funding throughout the useful life benefit period of awards.
- 6) Staff will prepare annual progress reports in TrAMS for the OKI administrative portion of the project.
- 7) Staff will participate in statewide training opportunities and/or meetings related to the program.
- 8) The OKI Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan), last updated FY20, will be updated during FY25. This document is the basis for awarding Section 5310 federal funds.
- 9) As a direct recipient of FTA 5310 funds OKI is required to develop and maintain a Transit Asset Management Plan.

**PRODUCTS**

- 1) Meetings of the Oversight Team (as needed)
- 2) Update the Section 5310 application packet (as needed) and hold a workshop to explain the application process (as needed)
- 3) Update the OKI Program Management Plan (as needed)
- 4) OKI Program of Projects (7/24)
- 5) Prepare annual progress reports in the TrAMS system of FTA (ongoing)
- 6) Participation in OARC 5310 Subcommittee meetings and training on FTA procurement (as appropriate)
- 7) Updated Coordinated Plan (1/25)
- 8) Transit Asset Management Plan updates (as needed)

**PROFESSIONAL DEVELOPMENT**

One staff member to attend a currently undetermined professional development activity related to the Section 5310 program.

**GOAL**

The goal of this program is to continue the management of projects and programs for elderly individuals and individuals with disabilities under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) of Title 49 of the U.S. Code.

**PREVIOUS WORK**

Since FY14, OKI has distributed Section 5310 funds following a Program Management Plan, as required by Section 5310. OKI has reviewed and ranked Section 5310 applications from private, non-profit agencies located in all counties throughout the region. Projects are identified through a competitive selection process administered by staff and with guidance by the OKI Oversight Team.

**METHODOLOGY**

- 1) OKI, as the designated recipient for Section 5310 funds, is responsible for managing the projects operated by sub-recipient agencies in the region providing transportation services for seniors and/or disabled persons but not identified as “designated recipients” under FTA regulations. OKI serves as the oversight agency to ensure all federal requirements are met by sub-recipients of Section 5310 funds. OKI will pass through funds to the selected sub-recipient agencies. OKI monitors subrecipient agencies on an annual basis to ensure no significant changes occur to impact financial risk of each subrecipient agency by requiring responses to a questionnaire gathering responses on financial risk along with ADA and Title VI compliance. OKI staff will prepare the annual progress reports submitted to the Federal Transit Administration’s TrAMS system.

**PRODUCTS**

- 1) Oversight, funding and requisite reporting for the provision of transportation services for seniors and people with disabilities operated by the sub-recipient agencies. (ongoing)

**GOAL**

Conduct planning and programming activities to advance the scope and quality of transit service to users within the SORTA service area.

**METHODOLOGIES**

SORTA continue to implement Reinventing Metro Phase 4 in 2024, and continue to conduct transit planning efforts in Hamilton County and the greater Cincinnati urbanized area. SORTA will continue with long-term transit planning efforts, particularly those involving modes other than fixed route bus with a focus on BRT Planning and Design. These are multi-jurisdictional efforts. SORTA will also participate in key local and regional planning studies and OKI's Intermodal Coordinating Committee, and work with other transit systems in the region to advance transit improvement goals.

**PRODUCTS**

- 1) Bus Rapid Transit (BRT) Planning: SORTA has identified two BRT corridors (Reading Road and Hamilton Avenue) to move forward as part of the BRT Planning process, with a Locally Preferred Alternative (LPA) identified in Q1 2023. In Q3-Q4 2023, SORTA got the go-ahead from FTA to enter into Project Development (PD). SORTA will continue to coordinate with OKI and other stakeholders on this project. Expected operational start date for BRT is scheduled for 2028.
- 2) Continued Development and Deployment of a Long-Range Strategic Plan - SORTA will continue to develop and refine the long-range strategic plan. In Q4 2023 a significant budget amount was secured via grant for this project, which will begin in Q3 2024.
- 3) Transit Centers: Planning and design will continue for the Walnut Hills Transit Center and a North College Hill Transit Center. SORTA is also partnering with the Uptown Consortium in the planning and design of a transit center within the SMART Transit Hub project. Both centers will provide customers with enhanced amenities and transfer locations to connect with the SORTA network. In 2024, SORTA will complete NEPA work for both locations.
- 4) Bus Stops Enhancement Plan: SORTA will continue to engage with stakeholder on the construction of more and better bus shelters and bus stop infrastructure to encourage ridership. SORTA recently was awarded a \$3.4 Federal Earmark for this initiative. New bus stop signs, poles, shelters, benches, and other amenities will be erected as part of ongoing improvements.
- 5) Monitoring of Rail Projects: SORTA will continue to monitor and maintain bridges, tunnels, and pedestrian facilities along the Oasis and Blue Ash railroad right-of-way. Engineering designs and related construction plans have begun for the highest priority repairs as identified in annual bridge inspection reports. SORTA will continue to work to secure funding for the repairs.
- 6) Corridor and Transportation Study Participation and Assistance: SORTA will continue to participate in corridor studies and other major regional transportation initiatives including the Eastern Corridor Transportation Improvement and Oasis Commuter Rail studies, the Brent Spence Bridge Project, I-75 interchange reconstruction, Western Hills Viaduct replacement, the Oasis and Wasson Way bike trail projects, and the Cincinnati Riding or Walking Network (CROWN).
- 7) Section 5310 Program Assistance: SORTA will continue to work with OKI to provide oversight of subrecipient vehicles and related transit operations as required by FTA regulations. The purpose of this program is to improve mobility for seniors and individuals with disabilities.
- 8) FTA Federal Compliance: SORTA will continue to coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of the FAST Act as well as a new Federal Transportation Act which replaces the FAST Act.

- 9) Development and Implementation of an IT Based Transit Planning and Route Analysis Tool: SORTA is working to improve route and trip analysis capabilities that are then used for overall SORTA strategic and immediate planning activities. There are IT tools SORTA has procured that greatly enhance the analysis and planning capabilities SORTA currently has. The tool will be particularly useful with the further strategic planning and implementation of the Reinventing Metro Plan.
- 10) On Demand Service Planning: MetroNow, SORTA's new mobility on demand (MOD) service has been implemented and is already a booming success, with over 5k riders per month in the two zones (Springdale-Sharonville and Mt. Healthy/Northgate). In Q4 2023, the decision was made to extend service hours for MetroNow (until 9pm, 7 days a week) and additional geographies were included that should drive ridership. In 2024, SORTA will focus on increasing the number of MetroNow zones from 2 to 4 by end of the year.
- 11) Regional Gap Analysis: The study was completed in Q2 2023.
- 12) Coordination with other Regional Transit Agencies: SORTA will continue to work with the other regional transit agencies on regional fare coordination, procurements and route coordination to make the beginning to end trip for the customer as seamless as possible. SORTA is also coordinating with BRCTA and TANK on an alternative energy and vehicle strategy for the region.
- 13) Monitoring of Existing Fixed-Route Service: SORTA will monitor existing fixed route service using approved performance standards to determine the strengths and weaknesses. SORTA completed an onboard customer attitudinal survey in October 2023 and received over 1,800 surveys. The customer feedback will feed into SORTA's plans and projects. For 2024, SORTA is preparing its 2025-2028 Title VI plan which will include detailed fixed-route monitoring as required by the FTA.
- 14) Regional Paratransit Coordination project: Coordinating with all paratransit providers within OKI region to improve paratransit customers' mobility throughout the entire region. The group is working on implementing 13 projects that include: one-call center; unified reservation system; one-seat trips; a common eligibility process; a regional Mobility Management program; Coordinate Travel Training Programs Regionally; Establish a Cost Allocation Method to Facilitate Shared Trips.

## 675.6 MASS TRANSIT EXCLUSIVE: TANK PLANNING STUDIES

### GOAL

Conduct planning and programming activities to increase the transit system efficiency and advance the quality of transit service to users within the TANK service area.

### METHODOLOGIES

In FY2025, TANK will continue to monitor the operational and ridership performance of the system while continuing to build back to full implementation of the 2021 System Redesign route-restructure. As in every year, TANK will apply performance measures through its route review processes and participate in key local and regional planning studies to advance transit improvement goals.

TANK will coordinate with partners at OKI and federal and state levels to develop performance measures and monitor performance targets consistent with the requirements of the FAST act. TANK will continue to operate with continued compliance with FTA and Kentucky regulations.

### PRODUCTS

- 1) Performance Analysis- TANK will conduct the calendar year Substandard Route Review (SSRR) by collecting route-level data and applying the following performance measures: Net Cost per Passenger Trip, Cost Recovery, Passenger Trips per Revenue Mile, and Passenger Trips per Revenue Hour. The SSRR allows TANK to identify underperforming routes and make informed decisions on service improvements. In addition, TANK monitors route-level productivity (Ridership per Revenue Hour) on a monthly basis through the Planning Dashboard.
- 2) Mobile Ticket/Trip Planning Technology – TANK will continue to collaborate with regional partners like SORTA and BCRTA to further improve and expand the Transit app, and modernize fare payment.
- 3) Zero-Emission Vehicle Transition Plan – TANK will formalize internal strategies related to the ZEV Fleet Transition Plan as a follow up to the ZEV planning process from FY24.
- 4) Next Generation Technology Plan – TANK will be to implement a 5-year technology plan geared at improving many of our existing systems to aid in on-time performance, dispatching, productivity, and customer information.
- 5) Service Request Process – TANK will continue to implement the Service Request Process. This process addresses specific service needs that have been requested of TANK from the community in an effort to better serve the organization's objectives.
- 6) Regional collaboration - TANK will participate in, and contribute to, key local and regional planning studies, as well as the OKI's Intermodal Coordinating Committee (ICC), Northern Kentucky planning projects.
- 7) Coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of FAST Act.



**GOAL**

MTS FY2025 planning activities will focus on strengthening county and regional partnerships to improve access for City of Middletown residents and visitors to jobs, education, medical, and other opportunities. The work will be performed in partnership with the Butler County RTA (BCRTA) and the NEORide Council of Governments.

**METHODOLOGIES**

Planning activities to be conducted by MTS in FY 2025 include:

- 1) Study opportunities to relocate/renovate transfer hub to better serve multimodal connections and centralize system transfers, improve conditions at our current hub by working with BCRTA and local stakeholders. Action depends on a successful grant application.
- 2) Study future capital expenditures and operational plans for the entire Middletown Transit Service area.
- 3) Plan and coordinate in conjunction with ODOT and NEORide to improve spending of federal 5307 funding for small urban agencies (including the City of Middletown) through coordinated planning, purchasing, and communication.

**PRODUCTS**

- 1) Conceptual plans for relocation and/or renovation of the Middletown transit station.
- 2) Transit development plan document to guide future capital expenditures and operational decisions.
- 3) Procurement programs, library of resources for other small urban agencies, compliance resources, technology experts, technical assistance for grant application, coordination of Governor's small urban apportionment 5307 funding.

**GOAL**

CTC planning activities include the utilization of State and Federal Funding to better maximize the existing transit services, maximize efficiency and increase ridership.

**METHODOLOGIES**

CTC plans to create a further dialogue with State and Federal agencies, including the Urbanized Zoning Association and OKI Intermodal Coordinating Committee to better understand procedures for funding and planned activities. CTC will be engaged in the regional transportation discussions and multi-modal planning activities for the Eastern Corridor and Clermont County.

**PRODUCTS**

- 1) Increase coordination with local agencies, including presentations and group meetings.
- 2) Monitor the fixed route and dial-a-ride service operations for opportunities to increase productivity and reduce costs.
- 3) Evaluate current inventory and develop purchasing plan for rolling stock.
- 4) Participation in regional planning activities with SORTA, TANK, Cincinnati USA Regional Chamber and OKI.
- 5) CTC will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.

<b>675.9 MASS TRANSIT EXCLUSIVE: BUTLER COUNTY REGIONAL TRANSIT AUTHORITY (BCRTA) PLANNING STUDIES</b>
--

**GOAL**

BCRTA State FY2025 planning activities will support BCRTA Board of Trustees' and the Transit Alliance of Butler County's mutual efforts to identify transportation needs and leverage available resources to meet those needs effectively and efficiently.

**METHODOLOGIES**

Locally funded planning activities that will be conducted by BCRTA in FY 2025 include:

- 1) Advocate a coordinated approach to publicly supported transportation services in Butler County, e.g., continue working with Middletown Transit and Miami University to expand services by leveraging current resources, seeking new funding opportunities, creating new partnerships, etc.
- 2) Investigate the feasibility of retrofitting vehicle garages to fuel, charge, and maintain low or no emission transit vehicles.
- 3) Study ridership demographics in the region to develop enhanced communications and marketing material.
- 4) Plan and develop environmental impact metrics for the BCRTA as part of our sustainability plan.
- 5) Investigate how to improve connections amongst other transit systems and services in the region.
- 6) Coordinate with county officials and agencies on expanding transit options and adjusting to ongoing development and infrastructure projects in the region.
- 7) Update practices and plans consistent with changes in FTA and ODOT regulations as well as conduct our triennial Title VI as per FTA requirements, our Customer Satisfaction Surveys, Limited English Persons (LEPs) Surveys etc. to improve access to service for all individuals.
- 8) Investigate and evaluate needs and options for future facilities and transit infrastructure, e.g., new Hamilton Transit Hub, new Oxford Multimodal Facility, new bus stops/amenities to accommodate growth and development of new destinations in the region, and the potential for expanding/improving our headquarters garage, offices, etc. Action depends on a successful grant application.

**PRODUCTS**

- 1) Plans, concept documents and evaluations for future transit infrastructure and the beginning of constructing said infrastructure.
- 2) Data from numerous sources to support implementation and transition to alternative fuel vehicles and planning the expansion of our headquarters.
- 3) New and expanded services for target markets, new partnerships and funding opportunities.
- 4) Plan to monitor and reduce our carbon footprint and the environmental impact of our agency.
- 5) Improved access to local employers and job centers and new tools and quantifiable data regarding need for new, expanded and improved transit services and amenities.
- 6) Identify key stakeholders for future transportation plans and planning to accommodate growth.
- 7) Continued compliance with FTA and ODOT regulations.
- 8) Data to support improved regional connections and address cross-county public transit trips.

**GOAL**

Ongoing evaluation of existing transit services to maximize their efficiency. Improve everyday operations through analysis of services and how they are provided to the public. Provide service opportunities to County residents.

**PREVIOUS WORK**

In 2023, WCTS provided 32,340 trips, a slight decrease from the previous year. Of those, 93% were from general demand response, 5% from our flex route, and 2% from contracted service. Within the demand response trips, 69% were for elderly or disabled passengers. Total revenue hours of service was 25,447 and total revenue miles of service was 416,330. Cost per revenue mile was \$2.10 and cost per passenger trip was \$27.01.

**METHODOLOGIES**

WCTS will continue participation in the region's transit planning activities at OKI as a member of the ICC. WCTS will provide county-wide service to residents with reduced fare to senior adults and qualifying disabled persons.

**PRODUCTS**

- 1) Participation in regional planning activities at OKI.
- 2) Continued analysis of scope of service.
- 3) Continued compliance with FTA and ODOT regulations.
- 4) Coordinate with partners at OKI and the federal and state levels to monitor performance measures and targets consistent with the requirements of BIL.
- 5) Participation in regional coordination encouraging connectivity of neighboring transit systems.

**GOAL**

Conduct planning and programming activities to increase the Connector streetcar system efficiency, maintain safety, advance the quality of service, and enhance the experience for users.

**PREVIOUS WORK**

The Cincinnati Streetcar is continuing to increase ridership and set record ridership levels through 2023 for individual days and months. The Automated Passenger Counter (APC) technology onboard the vehicles was approved by FTA in 2021 and was recertified in 2023 as part of required NTD reporting.

**METHODOLOGIES**

In FY2024, the Cincinnati Streetcar will conduct and analyze rider and non-rider surveys and use these results to identify barriers to accessing transit, improve the customer experience, and increase ridership. It will provide additional demographic information regarding our customers and create a satisfaction baseline to measure against in future surveys. The Cincinnati Streetcar will continue to review performance measures and participate in local and regional planning studies to advance overall transit improvement goals. The Cincinnati Streetcar will continue to coordinate with partners at OKI, federal, state, and local levels to develop performance measures and monitor performance targets. The Cincinnati Streetcar will continue to operate with continued compliance with FTA and Ohio regulations.

**PRODUCTS**

- 1) Performance Analysis - The Cincinnati Streetcar will continue to analyze performance data and use this data to inform decision making. The enhanced APC data in particular will provide an increased level of specific data available for use.
- 2) Rider/Non-Rider Surveys – The Cincinnati Streetcar will analyze and report on the results of their ridership surveys and compare against the baseline. Staff will use these results to increase the understanding of transit riders and non-riders and identify barriers, needs, and desires in order to increase ridership and improve the customer experience.
- 3) Improved Customer Experience – As we see continued increased ridership following the pandemic, the Cincinnati Streetcar will monitor changes to ridership and assess patterns and anomalies to make modifications or enhancements to improve customer experience and safety, particularly as employers increase more in person work. The Cincinnati streetcar will study and assess opportunities to for software upgrades to progress towards better real time information for customers and operations.
- 4) Regional collaboration – The Cincinnati Streetcar and City DOTE will contribute to key local and regional planning studies, as well as the OKI’s Intermodal Coordinating Committee (ICC), local planning projects and regional Bus Rapid Transit (BRT) initiatives and further integrate into these efforts.
- 5) Funding Sources – The Cincinnati Streetcar will pursue eligible funding sources such as state and federal grants; private foundations; and public/private partnerships to further mass transit, urban revitalization, accessibility and safety.

<b>684.3 – OH EXCLUSIVE: TRANSPORTATION PLANNING ACTIVITIES</b>
---

**GOAL**

Data collection exclusive to the Ohio portion of the region

**METHODOLOGIES**

- 1) Traffic Data Collection-OKI will hire a consultant to collect traffic data for the Ohio portion of the region

**PRODUCTS**

- 1) Final quality assured datasets. (6/25)

**BUDGET**

Project is budgeted at \$450,00 using Ohio PL funds.

**PROFESSIONAL DEVELOPMENT**

none

## GOAL

The goal of this work element is to conduct the 3C planning process for Dearborn County, Indiana including the Statement of Work, TIP and Metropolitan Transportation Plan in support of local and state agencies.

**Special Note:** For several years, part of Dearborn County was identified as part of the Cincinnati-OKI Urbanized Area. Procedures for urbanized area definition changed with the 2020 Census and Dearborn is no longer considered part of the OKI Metropolitan Planning Organization (MPO). Dearborn and OKI have a mutual interest continuing the relationship and because of the urbanization trend in the county Dearborn County is considered part of the OKI Metropolitan Planning Area (MPA). As such, OKI will continue many of the metropolitan planning functions on behalf of Dearborn County with financial support from INDOT as enumerated below.

## TASKS & ACTIVITIES

### Task 1: Traffic Count Data Program

- Activity 1: County-wide traffic count program – no activity.
- Activity 2: Special Traffic Counts – Staff will conduct traffic counts for the Congestion Management Program locations in Dearborn and as requested by local governments and INDOT resources permitting.
- Activity 3: Traffic count processing – Staff will process counts taken in-house or by other partners as part of a comprehensive regional data management program.
- Activity 4: Traffic Count Equipment Purchases – no activity.

### Task 2: Planning Support to Local Governments

- Activity 1: Transportation Plans – Staff will maintain the Indiana portion of the OKI Metropolitan Transportation Plan. Dearborn County remains in the OKI Metropolitan Planning Area (MPA).
- Activity 2: Transportation Planning Support – OKI will provide transportation data and/or analysis in the support of local transportation plans and programs. Management of the TIP for Dearborn County. Emissions modeling/conformity determination as required.
- Activity 3: Intersection Studies – No activity expected.
- Activity 4: Hazard Elimination Studies/Road Safety Audits – No activity expected.
- Activity 5: Bicycle and Pedestrian Plans – Provide technical assistance to communities related to bike/ped programs.
- Activity 6: Traffic Counting and Forecasting – OKI may conduct traffic counting and/or traffic forecasting as requested by local communities.
- Activity 7: Project Evaluation Support – No activity expected.
- Activity 8: Title VI Planning – OKI will maintain a Title VI Plan consistent with federal requirements.
- Activity 9: ADA Transition Plans – Staff will continue to assist communities when requested.
- Activity 10: Asset Management Assistance – Community Crossings Applications planning support.
- Activity 11: Red Flag Investigations – No activity expected.
- Activity 12: Other Planning Services – OKI will provide planning assistance to communities in Dearborn County for EV infrastructure, freight planning and other activities as

appropriate.

#### Task 3: Planning Support to INDOT

Activity 1: HPMS Data Collection - No activity expected.

Activity 2: Railroad Crossing Inventory – OKI will maintain GIS data layer for this information. No field work is anticipated.

Activity 3: Data Conversion - No activity expected.

Activity 4: ARIES Crash Data Quality Control – OKI staff will review, clean, and publish crash data for use by OKI and INDOT.

Activity 5: Develop Urban Area Boundaries – No activity expected.

Activity 6: Update Functional Classification Data – OKI staff will coordinate and work with INDOT to complete this update.

Activity 7: Performance Measure Assistance – No activity expected.

Activity 8: Meetings and Coordination with Local Officials – As appropriate.

Activity 9: Quarterly Project Tracking – OKI will continue leading the tracking meetings for Dearborn County.

Activity 10: Assist with District Open House/Public Outreach – Conduct outreach related to federally funding transportation plans and programs.

#### Task 4: Planning Capacity Enhancement

Activity 1: Equipment Purchases – No activity expected.

Activity 2: Training – Attendance at the Annual MPO Conference and Indiana GIS Committee.

Activity 3: Traffic Count Certification - No activity expected.

Activity 4: GIS Systems Development – Geospatial data collection, evaluation and processing for Dearborn County transportation and land use datasets.

**Indiana SPR Grant Number: 25P6098**



**GOAL**

Update the Boone County Transportation Plan

**METHODOLOGIES**

OKI will update the 2018 Boone County Transportation Plan. Prior plans have led to successful implementation of multimodal improvements to the transportation network. Despite the COVID-19 pandemic, Boone County has experienced continued growth which has created the need for a renewed examination of the County's surface transportation network to respond to and, more importantly, plan for continued safe and efficient freight and passenger travel that supports economic prosperity and quality of life for all residents, employees and visitors. In addition, a Transportation Improvement District designation was recently created within Boone County – providing another public agency able of implementing beneficial transportation improvements.

Goals include, but are not limited to:

- Improving safety, mobility and optimizing the existing Boone County transportation system
- Identifying actionable improvements that can result in near term solutions to transportation needs
- Defining specific applications for alternative fuels, advanced technology and other transportation-related innovations to address identified needs and opportunities
- Addressing the unique challenges and opportunities specifically associated with freight, logistics and employee access to job centers in the county

**PRODUCTS**

- Existing and Future Needs Assessment
- Prioritized List of Recommendations and Cost Estimates

**FUNDING**

OKI will use \$165,000 in KY PL Discretionary Funds to be matched with \$41,250 from the Boone County Fiscal Court.

**GOAL**

This work element is for safety, operational, special studies or data collection efforts focused specifically on Northern Kentucky.

**PREVIOUS WORK**

Previous work for Northern Kentucky has included numerous operational, mobility, efficiency and safety studies throughout Boone, Campbell and Kenton counties. In addition, OKI as the MPO serving the three Northern Kentucky counties participated as vital partner in KYTC's bi-annual updates to the Continuing Highway Analysis Framework and actively managed the Strategic Highway Investment Formula for Tomorrow (SHIFT) program for its NKY members in 2021. Staff actively participated in the KYTC-led Active Traffic Demand Management Study for urban OKI interstate highways I-71/75, I-275 and I-471.

**METHODOLOGIES**

- 1) Continuing Highway Analysis Framework (CHAF) for all Kentucky projects recommended in the *OKI Metropolitan Transportation Plan* and other transportation-related studies will be maintained and revised per guidelines established by KYTC SHIFT process.
- 2) OKI staff avails itself to communities in the region for assistance on transportation technical and planning matters. This will include assistance to local governments regarding the LPA process and the requirements for administration of federal-aid projects. Attend statewide planning and professional development activities. Participate in various transportation studies.
- 3) Collection and processing of transportation and safety data used for planning purposes.
- 4) Management of the Boone County Transportation Plan Update

**PRODUCTS**

- 1) OKI will maintain Continuing Highway Analysis Framework (CHAFs) for all Kentucky projects recommended in the *OKI Metropolitan Transportation Plan* and other transportation-related studies per guidelines established by KYTC. OKI will maintain and revise the CHAF and SHIFT, for Kentucky projects identified through OKI's planning process. Coordination with local officials to identify priority projects for SHIFT. (ongoing)
- 2) Participation in planning studies and activities as appropriate. Assistance to local governments regarding the LPA process and the requirements for administration of federal aid projects. Participation in Statewide Planning meetings and other professional development activities with a focus on Kentucky transportation. Participation in various transportation studies across the Northern Kentucky region (ongoing)
- 3) OKI will work with KYTC and/or contractors to collect classified traffic volumes and/or pedestrian data in northern Kentucky as resources permit. (as needed)
- 4) Updated Boone County Transportation Plan (1/25)

**PROFESSIONAL DEVELOPMENT**

None

## 695 – UNIFIED PLANNING WORK PROGRAM

### **GOAL**

Development of the agency Unified Planning Work Program (UPWP) and progress reporting.

### **METHODOLOGIES**

The Fiscal Year 2025 Unified Planning Work Program (UPWP) will outline the scope of work to be undertaken by OKI for the period beginning July 1, 2024 and ending June 30, 2025. 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.

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 and progress reporting are provided for under this work element.

### **PRODUCTS**

- 1) FY24 Annual Performance and Expenditure Report (9/24)
- 2) FY25 Monthly progress reports
- 3) FY26 UPWP (Draft: 3/25; Final: 5/25)

<b>697.1 – TRANSPORTATION PROGRAM REPORTING</b>
---

**GOAL**

To provide the public and funding agencies with a yearly transportation report summarizing the major activities of the transportation planning process.

**METHODOLOGIES**

The agency will prepare a transportation summary (Annual Report) as part of the agency's annual program reporting.

**PRODUCT**

Transportation Annual Summary (6/25)

**GOAL**

To ensure that OKI's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) contribute to the region's attainment and maintenance of national ambient air quality standards (NAAQS).

**PREVIOUS WORK**

OKI has performed transportation air quality conformity analysis for the region's MTP and TIP, most recently for the OKI FY2024-FY2027 TIP in September 2023. OKI has coordinated the process of developing local emission reduction strategies in support of the SIPs and has provided the state agencies with mobile source emissions inventories, including a technical document, for the Cincinnati region ozone redesignation. OKI has analyzed the air quality benefits of all candidate transportation projects subject to OKI's project prioritization process. OKI has prepared documentation supporting CMAQ eligibility for selected projects by documenting forecasted mobile source emissions reductions. As requested, OKI has provided technical support for evaluating the air quality benefits of candidate CMAQ projects in Kentucky.

**METHODOLOGIES**

- 1) OKI will continue to coordinate with federal, state, and local air quality and transportation agencies on SIP revisions and air quality issues including, but not limited to, conformity determinations. OKI will remain knowledgeable about current state and federal legislation and regulations and will provide technical information and current data as requested. OKI will perform and document conformity analyses as required under the Clean Air Act Amendments and based upon criteria outlined in the USEPA Transportation Conformity Rule (40 CFR Part 93). OKI's model will utilize the latest EPA software and latest planning assumptions.
- 2) Staff will evaluate the expected air quality and energy benefits of potential CMAQ, SNK, STBG and TA funded projects utilizing the OKI travel model, MOVES, and accepted off-model methodologies.
- 3) AQ Conformity determinations for MTP and TIP (as necessary)

**PRODUCTS**

- 1) Coordination and consultation with OKI committees, federal, state and local agencies regarding air quality issues. Preparation of appropriate documentation of Metropolitan Transportation Plan and TIP conformity. Provision of travel and mobile source emission data to support SIP revisions prompted by changes in local emission control programs and federal standards for ozone and particulate matter. (ongoing)
- 2) Quantification of the expected air quality and energy benefits of candidate projects for CMAQ, SNK, STBG, or STBG-TA funding. (as required)
- 3) A conforming MTP and TIP. (ongoing)

**PROFESSIONAL DEVELOPMENT**

- 1) One staff member to attend in-state training opportunities.

# ***ENVIRONMENTAL***



## **710.1 - LOCAL WATER QUALITY ACTIVITIES**

### **GOAL**

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 southwestern 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 that helps local governments meet state and federal mandates and promotes coordinated management of a sole source aquifer system that provides more than two-thirds of a million people with drinking water and water for commercial, industrial, agricultural and recreational purposes.
- 3) Continue to provide support for the OKI Regional Conservation Council, including representatives of the Soil and Water Conservation Districts in the region.
- 4) Continue to refine the base information and recommendations in the OKI Regional Water Quality Management Plan for the Kentucky and Indiana portions of the region as resources permit.

### **PRODUCTS**

- 1) Collateral materials for southwestern Ohio, northern Kentucky, and Dearborn County watershed management activities, which may include education and outreach materials, fact sheets, directories, and articles in stakeholder newsletters. (as appropriate)
- 2) Meeting notices, agendas, summaries, and related correspondence. (as appropriate)
- 3) Meeting notices, agendas, summaries, and related correspondence for the OKI RCC Annual meeting occurring in the spring and support, as needed, for the annual tour occurring in the fall.
- 4) Updated base information and recommendations for the OKI Regional Water Quality Management Plan. (within resource constraints)

### **PROFESSIONAL DEVELOPMENT**

- 1) One staff member to attend the annual Water Management Association of Ohio (WMAO) Conference (11/24)
- 2) One staff member to participate in one WMAO technical workshop during the year
- 3) One staff member to attend the annual Ohio Stormwater Conference.
- 4) Staff registration at the OKI Regional Conservation Council annual meeting and other local soil and water conservation district and conservation group events are also budgeted throughout the year.

**GOAL**

To assess, manage, and protect surface water and groundwater resources in view of regional growth and development and the resultant increased demand.

**PREVIOUS WORK**

OKI adopted a Water Quality Management Plan Update for Butler, Clermont, Hamilton, and Warren Counties in Ohio in 2011 in accordance with federal and state requirements. The 2011 plan was the first comprehensive update to the Ohio portion of the Regional Water Quality Management Plan published by OKI in 1977. Since 2011 OKI has continued to update the Ohio portion of the Plan on an incremental basis, to provide local governments and their consultants with data including population and land use information, to review wastewater facility projects for consistency with the plan (which is a state and federal requirement), to inform the public of water quality issues and to assist local implementation of plan recommendations.

**METHODOLOGIES**

- 1) Consult with Ohio EPA on priorities for updating portions of the Regional Water Quality Management Plan.
- 2) Consult with watershed organizations to identify local priorities among water quality issues and planning needs.
- 3) Consult with wastewater management agencies to clarify planning needs and get consensus on plan amendments that could affect them.
- 4) Prepare and present proposed WQMP plan updates and amendments for public input.
- 5) Produce a targeted water quality improvement project and, if applicable a supplemental WQM Plan activity, as detailed in OKI's contract with Ohio EPA.

**PRODUCTS**

- 1) Summary of consultations with Ohio EPA on WQMP priorities. (ongoing)
- 2) Summary of consultations with watershed organizations about water quality issues and planning needs. (as necessary)
- 3) Summary of consultations with wastewater management agencies about planning needs and plan amendments. (as necessary)
- 4) Updated Water Quality Management Plan and associated plan amendments. (as necessary)
- 5) Data and analysis, summary information, maps and descriptive text generated for the targeted water quality improvement project as detailed in OKI's contract with Ohio EPA. (6/25)



**GOAL**

To assess, manage, and protect surface water and groundwater resources in view of regional growth and development and the resultant increased demand.

**PREVIOUS WORK**

OKI adopted a Water Quality Management Plan (WQMP) update for Butler, Clermont, Hamilton, and Warren Counties in Ohio in 2011 in accordance with federal and state requirements. The 2011 plan has been the only comprehensive update to the Ohio portion of the Regional Water Quality Management Plan published by OKI in 1977. Since 2011 OKI has continued to update the Ohio portion of the Plan on an incremental basis, to provide local governments and their consultants with data including population and land use information, to review wastewater facility projects for consistency with the plan (which is a state and federal requirement), to inform the public of water quality issues and to assist local implementation of plan recommendations. OKI has also conducted studies and analyses and has used stream and watershed evaluations with direction from Ohio EPA to support water quality management at the local, regional and state levels.

**METHODOLOGIES**

- 1) Monitor the Water Quality Management Plan to identify needs for amendments and/or updating.
- 2) Administer core activities related to the responsibilities of Clean Water Act Section 208, including responding to requests for wastewater permit consistency reviews from Ohio EPA, local jurisdictions and other local constituents, and pursue associated needs for amendments to the Regional Water Quality Management Plan.
- 3) Administer supplemental activities to support regional water quality efforts in the Ohio as determined in collaboration with Ohio EPA.

**PRODUCTS**

- 1) Water Quality Management Plan amendments. (as appropriate)
- 2) Permit consistency reviews, associated plan amendments when needed and public information products as detailed in OKI's contract with Ohio EPA. (as appropriate)
- 3) Reports provided to Ohio EPA as detailed in OKI's contract with Ohio EPA. (as appropriate)

## 711.2 CLIMATE POLLUTION REDUCTION GRANT PROGRAM (USEPA)

### GOAL

To develop a Comprehensive Climate Action Plan (CCAP), and a Status Report for the Cincinnati OH-KY-IN MSA (Cincinnati MSA or MSA) as required by the US Environmental Protection Agency (USEPA) Climate Pollution Reduction Grant (CPRG) Program.

### PREVIOUS WORK

The OKI Executive Committee approved Resolution 2023-12 authorizing the participation as a lead organization for the US EPA CPRG program for a planning grant on April 13, 2023. Following this authorization, OKI submitted and received EPA approval of a workplan in 2023 and subsequently submitted a Priority Climate Action Plan (PCAP) in March 2024. A regional steering committee was convened in December 2023 and continues to guide the development of workplan deliverables. The workplan requires additional deliverables including a Comprehensive Climate Action Plan (CCAP) during the summer-fall 2025; and a Status Report during the summer-fall 2027.

### METHODOLOGIES

- 1) Prepare and manage subaward agreements with partner agencies committing to perform tasks defined by USEPA to prepare a CCAP, and a Status Report within the timelines established by USEPA.
- 2) Secure and manage contract services with experts to gather and analyze required data to inform deliverables prepared for the USEPA.
- 3) Prepare and present information for stakeholder and public input.
- 4) Produce a CCAP as detailed in OKI's workplan approved by USEPA.
- 5) Produce quarterly status reports for USEPA on program progress, as required.

### PRODUCTS

- 1) Subrecipient agreements and summary of work tasks completed by partner agencies.
- 2) Vendor agreements and summary of work tasks completed by contracted service providers.
- 3) Data and analysis, summary information, maps and descriptive text generated for the stakeholder and public input events.
- 4) Content for CCAP to be fully submitted to USEPA in FY26
- 5) Quarterly status reports (10/24, 1/25, 4/25)

# ***REGIONAL PLANNING ACTIVITIES***



## 800 - REGIONAL PLANNING ACTIVITIES

### GOAL

To provide support for sustainable development through planning services, data resources, and other information useful to the government, business, and civic sectors in the OKI region. When deemed advantageous to the region, to provide contributed services to leverage additional funding for programs that advance regional planning objectives of the OKI Strategic Regional Policy Plan or Metropolitan Transportation Plan.

### METHODOLOGIES

- 1) Assist local governments, businesses, citizens and other parties, by providing contributed services to leverage other funding that advance OKI Strategic Regional Policy Plan or Metropolitan Transportation Plan.
- 2) Address development issues through research and technical assistance strategies, including working with the public, private, and civic sectors. The beneficiaries of this effort will be government agencies, taxpayers, and local businesses as each improves its capacity to evaluate and direct sustainable growth and development.
- 3) Provide support for the OKI Regional Planning Forum, a forum for planners in the region from multiple disciplines including land use, environmental, transportation, health, energy and education organized to encourage regional cross disciplinary collaboration and inform planners on current trends and regional initiatives.
- 4) Provide support for the OKI Planning Directors' Network, a network for planning directors at county, township and municipal levels in the OKI region organized to enable efficient sharing of best practices, information on departmental and professional development and increase likelihood for multijurisdictional collaboration.
- 5) Partner with the University of Cincinnati School of Planning and other institutions of higher learning, as requested and appropriate, to provide professional planning expertise and instruction to students of the planning discipline.

### PRODUCTS

- 1) Provision of various services, products, and information. (as appropriate)
- 2) Analyses of national and regional land development trends, conditions, and issues; and technical assistance on issues including land use, zoning, economic development, housing, water and sewer infrastructure, intergovernmental coordination, capital budgeting, and natural systems. (ongoing)
- 3) Support services for the Regional Planning Forum activities. (as appropriate)
- 4) Meeting agendas and related correspondence regarding Planning Directors' Network activities. (as appropriate)
- 5) Course materials and memos summarizing any instruction or support provided. (as appropriate)