Work Program
TRANSPORTATION PLANNING - 600

ISSUES AND GOALS

The FY 2004 transportation planning program emphasizes the implementation and documentation of the transportation planning activities which will advance the region’s ability to meet the future travel needs of the OKI region. To that end, the goals and objectives of the OKI 2030 Regional Transportation Plan outline the focus of this Overall Work Program and detail the specific work elements for the year.

Within this context, the transportation planning issues confronting the OKI Region include:

• Begin to implement the recommendations of the OKI 2030 Regional Transportation Plan.
• Responding to the planning requirements of the Clean Air Act Amendments (CAAA) of 1990 and the Transportation Equity Act for the 21st Century (TEA-21) of 1998, including land use and congestion management.
• Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).
• Continuation of transportation system management (TSM) activities, and increased focus on travel demand management (TDM) activities, to improve system efficiency, and to help realize regional goals relating to reductions in vehicle miles of travel, congestion, air pollution, and fuel consumption.
• Access management and right-of-way preservation along major roadways in growth areas, and development of access management plans and policies within local jurisdictions.
• Transit planning and coordination of transit services.
• Continuation of planning and deployment of integrated intelligent transportation infrastructure.
• Introduction of growth management concepts and techniques, and enhanced coordination of local and regional planning, to legitimize and strengthen the linkages between land use planning and the transportation infrastructure.
• Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
• Identification and implementation of safety- or capacity-enhancing measures through traffic operations improvements at problem locations.
• Continuation of freight planning and improvement in the efficiency of freight operations.
• Monitoring and surveillance of socio-economic data and transportation-related data.
• Update and enhancement of the travel demand/air quality model and other analysis tools.
• Promotion of bicycle and pedestrian planning and facility development to enhance mode choice for urban travel needs.
• Provision of educational seminars, workshops, and other training opportunities for representatives of local governments, especially in the areas of transportation planning, traffic engineering, and public process consultation.
• Development and extension of linkages between transportation, tourism, recreation, and economic development to improve the viability and competitive advantage of the region.
• Development and promotion of scenic byways in the region, in accord with recent federal, state, and local initiatives.

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

• Improve mobility for people and goods
• Protect environmental quality
• Develop new transportation funding sources and strategies
• Improve travel safety
• Provide transportation opportunities in an equitable manner
• Strengthen the connection between land use and transportation planning

These goals are consistent with the seven metropolitan planning factors outlined in the Transportation Equity Act for the Twenty First Century (TEA-21). Within the context of these goals, and in consideration of perceived local area needs and OKI's overall role in transportation planning, efforts will be directed toward the following types of activities.

1. Maintain a metropolitan transportation plan to serve as a guide for transportation investment and service decisions.
   • Maintain, refine, and update the OKI Metropolitan Transportation Plan, including the travel demand model upon which it is based, in conformance with the requirements of the CAAA and TEA-21.
   • 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 socio-economic 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.
   • Develop and maintain a data management system.

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 limited segments of existing roadways and develop traffic flow improvement recommendations.
   • Prepare basic pedestrian, vehicular and/or bicycle circulation plans for small to medium size areas.
• Conduct traffic counts as needed by local governments for input in solving transportation problems.

4. Prioritize transportation projects to assure project funding and full utilization of federal and state funds.
  • Develop and maintain a biennial Transportation Improvement Program.
  • Conduct a TIP conformity analysis with respect to the State Implementation Plan for Air Quality as required by Transportation Improvement Program adoption or amendment.

5. Assist in implementation of specific transportation projects.
  • Evaluate local social service agency applications for vehicle purchase under FTA's Specialized Transportation Program (Section 5310).
  • Assist local communities and other agencies in establishing park and ride lots for carpooling, vanpooling, and transit.
  • Assist in the development, implementation, and coordination of bicycle and pedestrian facilities and programs throughout the region.
  • Assist in the planning, programming, and implementation of projects funded by the states under the TEA-21 Transportation Enhancement program.
  • Assist local communities in the planning and development of scenic byways throughout the region.
  • Promote the deployment of an intelligent transportation system (ITS) to improve the transportation system efficiency and management.

6. Provide traffic engineering and transportation planning information and technical assistance in support of development and implementation programs.
  • Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access management, growth management, roadway financing, right-of-way preservation, site impact studies, traffic control and regulation, bicycle/pedestrian planning and design, and others.
  • Provide transit planning assistance to urban and rural transit systems.
  • Provide travel demand forecasts with turning movement projections for KYTC projects.
  • Provide process related assistance in arranging and conducting public meetings, and in promoting issue identification and understanding, goal-setting and prioritization, and community outreach activities.
  • Provide technical data and assistance to individual transportation corridor and facility studies.

7. Improve the efficiency by which goods are transported, transferred among modes, and distributed within and beyond the region.

8. Involve the public in all aspects of transportation planning. OKI has a formal public involvement policy.
Support and Assistance from the States

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

Transportation planning subcategories of this OWP:

601 – Short Range Planning
602 – Transportation Improvement Program
605 – Continuing Planning – Surveillance
610 – Continuing Planning – Long Range Planning
   .1 System Management
   .3 Energy
   .4 Land Use
625 – Transportation Services
   .1 Public Involvement and EJ Planning
665 - Special Studies
   .2 I-71 Corridor
   .4 Regional Ozone Reduction Program
   .7 Northwest Butler Transportation Study
   .8 North South Transportation Initiative (I-75)
   .9 Comprehensive Transportation Impact Study
   .10 Southeast Corridor Study
667 – Commuter Assistance Services
674 – Mass Transit Exclusive
   .1 SORTA
   .2 TANK
   .3 Middletown
   .4 Clermont Transportation Connection
684 - Ohio Exclusive
   .1 Eastern Corridor
   .7 Ohio River Trail
   .8 Southwest Warren Co. Transportation Study
   .9 Western Corridor Study
   .10 I-75 Interchange Justification Study
685 – Indiana Exclusive
   .1 Dearborn Transportation System Assessment
686 – Kentucky Exclusive
   .5 Campbell Co. Transportation Study
   .6 Dixie Highway Corridor Study
   .8 Boone County Transportation Study
   .9 Transportation and Safety Studies
697 – Biennial Transportation Summary
720 – Environmental
   .1 Mobile Source Emissions Planning
601 - SHORT-RANGE PLANNING

OBJECTIVES

To address short-term problems and needs relating to transportation of persons and goods in the OKI region, and to identify actions, including Transportation System Management (TSM) and Transportation Demand Management (TDM) measures, that present a systematic approach to solving these problems. Included are additional detailing and analysis of specific long-range plan elements for project design and implementation; necessary planning to develop low capital projects with short implementation times that may not specifically be part of the long range plan; and evaluation of measures to improve the efficiency, effectiveness and multi-modality of the existing transportation system. Also included under this objective is assistance to local governments regarding compliance with the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), and other standards and regulations.

To coordinate with units of local government regarding the development and adoption of land use plans, thoroughfare plans, zoning ordinances, subdivision regulations, and other governmental controls addressing the relationship between land use planning and transportation planning. The purposes of such communication will be to maintain consistency between regional and local planning activities, and to encourage the recognition and integration into local plans of significant regional goals and objectives relating to promotion of transit and other high occupancy vehicles, bicycle and pedestrian facilities, right-of-way preservation, access management, and growth management.

To utilize the transportation planning expertise and resources of the OKI Technical Services staff in providing data, technical assistance and planning services to those responsible, within the public and private sectors, for community development and implementation programs. A major part of this element will be the development and implementation of transportation enhancement projects in the four Ohio counties. This element also includes provision of project-level travel demand forecasts with turning movement projections at the request of KYTC.

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

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

PREVIOUS WORK

Recent examples of short range planning activities include the following:

- Promotion of access management concepts and guidelines as a means of preserving the traffic carrying capacity of major streets and roadways. In FY03, OKI successfully concluded an effort to change the Ohio Revised Code to enable counties and townships to develop, adopt, and implement access management plans and programs. OKI also assisted in development of an access management plan for the North Bend/Cheviot Road corridor.

- Traffic operations and area circulation studies have been completed for intersections, interchanges, roadway segments, small municipalities and proposed new developments. In FY03 this category included participation on the Colerain Corridor Task Force, and traffic counts and a signal warrant analysis for an intersection in Crestview Hills, Kentucky.

- Technical Assistance to local entities on various transportation issues.

- Development of a Scope of Work for an update of the 1993 Regional Pedestrian Plan.
• Technical assistance and support for bicycle policies, plans, programs, and projects for counties, local communities, and bicycling interests. Recent activity in this area includes continued work with the Ohio River Trail Planning Committee and the Miami-2-Miami Coalition. Staff has also assisted with bicycle facility planning for the Northern Kentucky River Path (a bike route along KY8).

• Participation in Cincinnati Bike/PAC meetings for several years.

• Transportation and traffic engineering workshops have been conducted for employees and officials of local governments, addressing roadway maintenance, traffic signals, highway safety, right-of-way management, and related subjects. In FY03, OKI co-sponsored a Traffic Engineering Workshop, and made access management presentations as requested.

• Assistance to local governmental entities regarding the implementation of the Transportation Enhancement program, including the administration of OKI’s Ohio Urban Area TE Program under TEA-21.

• Provision of machine traffic counts as requested by local governmental agencies.

• Provision of project-specific turning movements (current year estimates and future year projections) at the request of KYTC.

• Technical assistance to the Middletown Transit System, Metro, TANK, the Butler County Regional Transit Authority, and Catch-A-Ride (formerly Southeast Indiana Transit) regarding provision of transit service, including participation on Metro’s Bike Rack Committee.

• Review and prioritization of FTA Specialized Transportation Program applications as well as applicant assistance.

• Assistance has been provided in addressing the needs of the transportation disadvantaged.

**METHODOLOGIES**

Under this work element, staff will address the following:

1) **Traffic Operations Analyses** - Work activities will be directed toward efforts to evaluate specific problem intersections and short roadway segments using such standard references as the Highway Capacity Manual, the Manual on Uniform Traffic Control Devices, the AASHTO Green Book, or the AASHTO Guide for the Development of Bicycle Facilities, as appropriate. Multimodal or mode specific recommendations will be developed for improvements such as signage, striping, signalization and channelization. Highest priority will be accorded to specific requests for technical assistance from member governments.

2) **Development Impact Evaluations** - These evaluations will be undertaken for local units of government and planning organizations to aid in their review and approval of development projects within their respective jurisdictions. Vehicle and pedestrian flow impact analysis will be performed and mitigation techniques will be evaluated.

3) **Access Management** - Activities will be directed toward the continued promotion of access management and right-of-way preservation, including assistance to local governments in developing and implementing access management plans and policies. Specifically, Butler and Clermont Counties have already expressed interest in developing AM programs under the newly enacted enabling legislation.

4) **Bicycle/Pedestrian Planning** - Activities will include an update of the 1993 Regional Pedestrian Plan considering the role of pedestrian transportation in the context of regional transportation
planning, facilitating improvements in pedestrian travel and safety, and program and financial resources for accommodating pedestrian travel. Staff will also continue to monitor and provide technical input regarding bicycle and pedestrian planning relative to OKI’s overall mission of providing an improved multimodal transportation system. Special emphasis areas include consideration for bike/ped opportunities through TIP project selection, corridor studies and greenways planning. OKI will also pursue the protection and improvement of roads for bicycling, and development of a network of pedestrian facilities. A new public brochure describing popular bicycling facilities in the region and OKI mapping and safety products will also be produced, to replace one that is out of date.

5) OKI will arrange and conduct one or more educational seminars designed specifically to meet the needs of local implementing agencies. These seminars will be designed to increase the awareness of local jurisdictions of the opportunities, and the need, to more actively manage the transportation facilities for which they are responsible. Possible topics include trip generation procedures, access management plans and policies, traffic control warrants, MUTCD requirements for signs and pavement markings, bicycle and pedestrian travel, roadway financing mechanisms, and municipal tort liability. This element has for many years included a Traffic Engineering Workshop, held in June of each year. OKI also plans to host a workshop for the planning and development of pedestrian facilities, and intends to sponsor the series of 8 Walkable Community Workshops developed by the National Center for Bicycling and Walking, if a second application by OKI is submitted and approved.

6) The TEA-21 legislation provides that 10% of each state’s Surface Transportation Program funds must be set aside for Transportation Enhancement projects. Under ODOT policy guidelines, OKI administers an Urban Area TE Program for the four Ohio counties. In FY00, $3.1 million was allocated to local governments. A second program cycle was initiated in FY03. OKI is now taking a much more active role in project implementation than in previous years. OKI will actively seek projects with merit and will assist applicants through the application and implementation process.

7) Assistance will be provided to units of local government relating to all aspects of land use and transportation plan development activities. This will include such activities as development or review of work programs or requests for proposals; consultant selection; review of transportation development or planning documents prepared by public agencies (including OKI); conduct of traffic impact study, subdivision site plan and/or zoning reviews to address traffic and transportation concerns and issues; provision of traffic counting services (manual and machine counts) upon request; preparation and dissemination of educational literature and other guidance materials (e.g. "how-to" manuals or model ordinances, bicycle and pedestrian facilities and safety information), and assistance in collaborative problem-solving and conducting public meetings or other citizen outreach activities.

8) Assistance will be provided to KYTC and ODOT at their request for travel demand forecasts with turning movement projections at specific locations where input to facility design requires such data.

9) OKI will provide technical assistance to communities interested in applying for Scenic Byway designation, to protect and preserve irreplaceable scenic, historic, natural, cultural, recreational, and archaeological qualities associated with the highway system. Specific activities include coordination with the US42 Scenic Byway Committee (Waynesville to Spring Valley), the Committee for the Ohio River Scenic Route, and the Ohio Greenways Technical Advisory Committee. The Ohio River Corridor Initiative’s Historic and Tourism Committee has also expressed some interest in seeking state scenic byway status for a route along the Kentucky side of the river, and OKI may be asked to assist in this effort.
10) Provide assistance to citizens, local governments, and other organizations by performing services such as dissemination of socio-economic, land use, transportation planning and traffic data; staff participation as a professional technical resource in meetings and hearings and on committees and task forces dealing with transportation related projects.

11) Transit Planning Assistance - This activity is directed to the provision of planning assistance by the OKI staff to any of the transit systems within the OKI region. Over the years, OKI has provided assistance to the public transit systems for planning activities. Specific efforts will be directed toward the provision of planning services including financial planning, privatization, route analysis, service changes and coordination.

12) Specialized Transportation Service Planning - Planning for transportation handicapped services will continue. First, assistance will be provided to local non-profit agencies in developing applications for vehicles under FTA’S Specialized Transportation Program, including a workshop to review application procedures. This effort will also include evaluating the applications using ODOT and locally-developed criteria and a review committee established by OKI’s Intermodal Coordinating Committee. Second, coordination efforts will continue as appropriate with the handicapped community, transit operators, social service agencies, local units of government, and taxi and paratransit operators to improve, expand and coordinate the provision of specialized transportation services, including compliance with the Americans with Disabilities Act. Staff also conducts annual inspections of vehicles awarded through past programs to agencies in the region.

PRODUCTS

1) Documentation supporting traffic operations improvement recommendations on problem intersections and roadway segments, or relating to analyses and recommendations involving other travel modes or conditions. (as appropriate)

2) Development impact evaluation report(s), including reviews and recommendations relating to such reports done by others. (as appropriate)

3) Assistance to local governments in the development and implementation of access management plans and programs. (as appropriate)

4) Update of the Regional Pedestrian Plan. Oversight of local bicycle/pedestrian plan development (as appropriate), including work on the Ohio River Trail and the Miami-2-Miami Connector Feasibility Study, documentation of funding constraints for bicycle and pedestrian facilities, and inclusion of appropriate bike/ped treatments in projects added to the TIP. Development of a new public brochure describing popular bicycling facilities in the region and OKI mapping and safety products will also be produced. (6/04)

5) A transportation planning/traffic engineering seminar, a pedestrian facilities planning and development workshop (after the new AASHTO Guidelines are published), and one or more Walkable Community Workshops (subject to application to and approval by the National Center for Bicycling and walking). (6/04)

6) Administration of OKI’s Urban Area Transportation Enhancement Program, including applicants’ workshops and implementation support. (6/04)

7) Public involvement process assistance, traffic counts, and other assistance to units of local government, including 1) leadership of the Ohio River Trail Planning Committee and the Miami-2-Miami Coalition, and 2) support of Cincinnati Bike/PAC, the KY8 River Path Committee, the Great Miami Bikeway Committee, and the Mill Creek Greenways Advisory Committee. (as appropriate)
8) KYTC and ODOT project-level travel demand forecasts with turning movement projections. (as requested)

9) Documentation of Scenic Byways Program activities. (as appropriate)

10) Miscellaneous data products, census materials, and information dissemination provided to citizens and public and private organizations. Distribution of a new public brochure describing popular bicycling facilities in the region and OKI mapping and safety products will be produced. (12/03)

11) Transit planning assistance to any of the transit systems in the OKI Region consistent with identified needs. (as appropriate)

12) Evaluated Specialized Transportation Program applications, and annual inspections of vehicles sponsored by the program. (4/03)

**POLICY ON SERVICE REQUESTS**

Recognizing that one of the primary objectives of the on-going 3-C planning process is the utilization of planning expertise and information in assisting local agencies in resolving transportation and related urban problems, the transportation staff may be permitted to provide professional services to participating agencies, so long as the specific request is approved by the Executive Director and does not exceed 16 person-hours.

*Requests estimated to exceed 16 person-hours must be approved by the Executive Director, and may be billed to the requesting party at actual cost.*
Objective
To develop a staged multi-year program that identifies and prioritizes transportation improvement project costs with projected revenues. Projects are to be consistent with transportation plans and studies emanating from the urban transportation planning process, consistent with the financial capacity of the project sponsor. All projects are evaluated for their impact on regional air quality.

Previous Work

Methodology
1) The TIP is a document that provides a complete listing of all intended transportation projects for a four-year period. Beginning with the FY1998-2001 TIP, the TIP is prepared once every two years, in concert with requests from ODOT and KYTC. Projects are merged in the TIP from several sources, including the long-range plan, short-range planning studies, TSM or other specialized planning efforts such as that for the transportation handicapped and the State Implementation Plan (SIP) for air quality. OKI provides the regional forum for setting priorities for all publicly assisted transportation projects. Through application of the criterion-based prioritization procedures, the OKI Intermodal Coordinating Committee reviews all major changes to this document in order to maintain regional planning coordination. During the fiscal year, amendments are made to the TIP by formal action of the OKI Executive Committee and/or Board of Trustees.

2) OKI will continue to engage in inter-agency consultation with ODOT, KYTC and local implementing agencies (including transit agencies) to review the status of projects. OKI will closely monitor construction projects funded with OKI STP, enhancement (TE) and CMAQ funds and strive to meet project milestone dates. A robust public involvement program will continue. OKI will evaluate the need for seminars or training sessions for local assistance projects.

3) The TIP is a dynamic document that requires periodic amendments. Staff will remain responsive to the needs of the program and prepare amendments to the TIP through resolution of the OKI Board of Trustees or Executive Committee.

4) Annually, staff is requested by TRAC to provide a regional prioritization for projects in the OKI region. Staff will continue to provide this service to TRAC.

Products
1) A two-year Transportation Improvement Program, including highway and transit programs, covering a four-year period, was prepared during FY03. While there will be numerous TIP amendments during FY04, the next biennial TIP document will be prepared in FY05.

2) To monitor and expedite projects using STP, TE, and CMAQ funds suballocated to OKI and to work with ODOT District 8 to lock-down projects for upcoming fiscal years.

3) TIP amendments (as necessary).

4) Regional prioritization of TRAC applicant projects. (11/03)
Objectives

One of the objectives is to develop and maintain, on the appropriate update cycle, the basic data essential to transportation planning activities. Such a database represents current conditions within the region and permits comparison to previous as well as forecast periods to determine the impact of changing development and travel patterns on the planning process. Types of data to be maintained include trends in demographic and land use activity; the transportation system level of service and utilization; impacts on the natural resource base, including air quality and energy; and travel data. Another objective is to maintain the validity and operation of a travel demand model. The travel demand model should be able to simulate the current trip making behavior and travel patterns. The travel demand model should be able to assess the impacts of proposed changes in land uses, transportation system, travel demand management strategies, and transportation control measures. Maintain existing and build new GIS datasets to support the above-mentioned transportation planning activities. Begin conversion of older MapInfo datasets to ArcGIS compatible databases.

Previous Work

Transportation system characteristics have been identified, inventoried, and updated continuously. Those characteristics of the roadway system associated with the level of service and capacity of the system include: the roadway configuration, travel speed, pavement width, number of lanes, functional classification, and turning lanes or prohibitions. For transit systems the characteristics include the location and frequency of bus service that permit the definition of system capacity. Measures of system utilization including traffic counts, vehicle occupancy, travel time and bus ridership counts have also been maintained. In addition, model input parameters as fuel consumption rates, parking costs, auto operation costs, bus fare, emission rates, accident rates, and trip generation characteristics were updated as necessary.

The travel demand model was developed initially in the mid-1970’s. Over the years, using newly acquired travel data, new elements were added and methodologies were enhanced. In addition, constant efforts were made to make the model more accurate and easier to use.

As part of the North South Initiative, the model was expanded to cover OKI and MVRPC (Dayton) areas. The number of traffic analysis zones in OKI region was expanded from 973 to 1608. In addition, the model elements for trip distribution and modal choice phases were re-calibrated and a new truck trip model was introduced. Preparations for a peer review of the travel model and its suitability was initiated.

An operational GIS has been developed, the necessary hardware and software has been purchased and initial datasets have been acquired or developed.

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

The demographic data by traffic analysis zone were developed for the new traffic analysis zone system (1608 zones) for years 1995, 2010, 2020 and 2030.

OKI participated as an affiliate member of the Ohio Data Users Center program and maintained a working relationship with the Kentucky and Indiana State Data Centers. OKI was also a participant in the Census Bureau's MPO Cooperative Assistance Program.
Alternative commercially available computerized population and employment allocation models have been investigated and reviewed.

OKI continues to process Census data as it becomes available.

Methodologies

1) Maintain and update transportation system characteristics data. The regional database includes transportation supply and demand characteristics (capacity and utilization). For the highway system, these include the location and type of street or highway, the link distance, posted speed, pavement width, number of lanes, provision of street parking, provision of turning lanes, prohibition of turns at intersections, travel patterns, and classified traffic count data. These data will be updated continuously. For transit sub-system, it includes the routing and frequency of the service during the various periods of the day and ridership data. The data will be updated as needed. Traffic count directories for years 1998-2001 will be prepared.

The data collection efforts will be concentrated on the roadway data that allows better estimation of roadway capacities/speeds and the traffic counts/transit ridership needed for year 2000 travel demand model validation. Computer software will be developed or acquired to facilitate this task. Additional transportation system characteristics data will be generated as needed to support OKI’s transportation/air quality planning and traffic engineering technical assistance program to units of local government.

2) Review and revision of the roadway functional class system, consistent with state and FHWA guidelines.

3) Maintain, refine and enhance OKI travel demand and air quality models to represent state-of-the-practice capabilities. The activities involved include incorporating EPA’s MOBILE 6, streamlining model operation, improving plotting capability, updating/refining the model based on the trip origin-destination data collected from 1995 and 1996/1997 surveys, and updating model documents. Some of the model enhancement work may require consultant services. In addition, new modules/procedures will be added to the model to enable it to assess the impacts of travel demand management strategies and transportation control measures. An effort will be made to incorporate ODOT’s CMAQT4 and CAP94 methodologies in OKI’s travel demand model. The socioeconomic, highway network, and transit network data representing year 2000 conditions will be developed and the model will be validated using these data.

4) Base year 2000 zonal socioeconomic data will be reviewed and revised as necessary as components of the Census Transportation Planning Package (CTPP) are released by the Census Bureau. The zonal socioeconomic data for years 2010, 2020, and 2030 will be revised according to horizon year county population total updates provided by state data centers. Current year zonal housing and employment data files will be created and maintained in order to monitor intercensal changes. Building permits issued by counties, cities and townships will be collected and processed to derive the annual changes in households and employment. These data will be accumulated to both provide the basis for the eventual development of the 2005 base year and provide trend data as a potential input component for an automated allocation model.

5) Identification of the best approach to an automated zonal household and employment allocation model will be continued. The model will sub-allocate county level population and employment data used for travel demand forecasting. One option, a program written in-house, will be included in the evaluation. Acquisition of the input data needed for a computerized model will be undertaken. This task will be an ongoing and multiple-year
project. In addition to allocation models, techniques and models for forecasting demographic variables will be investigated.

6) In FY 04, OKI will continue to obtain and maintain critical data needed to apply an automated land use allocation model.

7) Assist U. S. Census Bureau on census work. OKI will assist the Census Bureau in providing data, processing census data, reviewing census products as needed and by responding to census related data requests from local government and citizens.

8) Develop an ArcGIS transportation data model. Maintain existing GIS databases and begin adding additional attribute data where specified by transportation data model.

9) Maintain licensing and technical support for GIS software. Attend annual ESRI user conference.

10) Begin conversion of MapInfo Databases and Arcview shapefiles to ArcGIS Geodatabases. Implement Geodatabase conversion by purchasing Microsoft SQL Server and ESRI’s ArcSDE, and by attending appropriate training classes. Migrate older databases to Geodatabase format.

11) Upgrade large format map production capabilities. Purchase a new large format color plotter capable of plotting 36” x 48” high resolutions plots. Purchase Arcpress for ArcGIS, this will enable allow for plotting of aerial photos and large vector datasets.

12) Begin development and acquisition of environmental databases to support transportation and green space planning.

Products

2) Revised functional classification of regional roadways (12/04)

3) An updated/refined/enhanced and operational travel demand/air quality model. (6/04)

4) Revised year 2000, 2010, 2020 and 2030 zonal socio-economic data files (as needed)

5) A computerized population and employment allocation model and identification of techniques and models for forecasting demographic variables. (6/04)

6) Database and GIS based maps of sewer and water system service areas planned by 2030 (12/03); A report on methodology for gathering, categorizing and organizing the data. (12/03)

7) Services to Census Bureau and processing of data requests from local government and citizens. (as appropriate)

8) Updated geographic databases. (on-going) An OKI customized ArcGIS transportation data model. (6/04)

9) Up-to-date GIS software. (6/04)

10) Geographic databases in a Geodatabase format.

11) Upgraded map production capabilities. (6/04)

12) New environmental spatial databases. (10/03)
Objectives
To update and refine the adopted regional transportation plan and carry out its recommendations in order to 1) provide consistency with the requirements of the Transportation Equity Act for the 21st Century (TEA-21) and the Clean Air Act Amendments (CAAA) of 1990, 2) maintain a 20 year planning horizon, 3) further integrate a congestion management systems into transportation planning and operations 4) provide traffic projections and other plan information required by implementing agencies and 5) convene the necessary regional bodies to further ITS goals of the region through ARTIMIS.

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

To identify linkages between land use and development and transportation policy and identify the fundamental impact of the transportation system on land use activity.

To convene and staff a commission on land use, as provided for in OKI’s Managing Mobility: Year 2010 Regional Transportation Plan. Develop a strategic regional policy plan which will guide communities preferred development patterns and transportation system to fulfill desired future conditions.

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

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

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

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

Previous Work
Long Range Transportation Plans:
Managing Mobility: Year 2010 Regional Transportation Plan (11/93)
2020 Metropolitan Transportation Plan (5/98)
Amendment 1- 2020 Metropolitan Transportation Plan (6/99)
Amendment 2-2020 Metropolitan Transportation Plan (4/00)
OKI 2030 Regional Transportation Plan (9/01)
Amendment 1- OKI 2030 Regional Transportation Plan (9/02)
Amendment 2- OKI 2030 Regional Transportation Plan (11/02)

The Congestion Management System (CMS) for the OKI region as described in Mobility Management Program, (10/95) outlines OKI’s process for carrying out congestion mitigation activities. Corridor study analysis contributes substantially to this effort. Annual travel time surveys we collected in 2002 and 2003 and continue on a three year cycle.

Establishment of the Metropolitan Mobility Alliance to address the need for additional financial resources to implement projects recommended in the Metropolitan Transportation Plan. (7/99)
OKI Land Use Commission formed pursuant to Managing Mobility: Year 2010 Regional Transportation Plan (7/97)

Data collection initiated by staff to research the transportation-land use relationship.

The Land Use Commission (LUC) adopted a charge, scope of work, committee framework, and timeline. (7/99)

LUC formed and charged three committees: Land Use Planning and Policy, Economic Development and Funding, and Environment and Infrastructure. (10/99)

LUC met seven times to address topics such as the impact of state laws on their subject areas, the lack of standards for local government comprehensive plans, identification of regionally-significant public facilities and services, and components of a healthy economy. (2000)

Completed composite existing land use map and existing zoning map. (11/01)

LUC accepted a broad list of regional land use, infrastructure, natural resources, and economic development issues. (11/01)

LUC drafted a regional vision for land use and infrastructure. (8/02)

LUC completed eight public forums on its draft vision. (9/02)

LUC adopted a regional vision for land use and infrastructure. (10/02)

LUC adopted strategic regional issues for land use, transportation, public facilities and services, natural resources, housing, and economic development. (1/03)

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

Participation with the Hamilton County Regional Planning Commission in a collaborative planning effort in western Hamilton County. (1997-1999)

Participation in Butler County’s Land Use Coordinating Committee (on-going)

OKI cosponsored an analysis of the region’s current patterns of growth and development, produced by the Metropolitan Area Research Corporation (MARC). (2001)

OKI conducted a regional Traffic Efficiency and Flow Study of the highway network. (8/99)

OKI was a major participant in KYTC’s update to its Unscheduled Needs List, which produced a prioritized list of potential highway projects for Kentucky’s Six Year Plan. (03/01, 12/02)

OKI’s involvement in the ITS deployment process began in 1989. The process involved the completion of a feasibility study, followed by preliminary engineering that lead to funding for project implementation. In 1993, an OKI Technical Committee was established to provide oversight and direction for the management and operation of an ITS system; a Policy Committee was established to address financial and policy-related issues. The region’s ITS system, known as ARTIMIS, was fully implemented in 1997. In 2001, a Regional ITS Plan and Architecture were completed. Responsibility as lead agency for system operation, which moved from OKI to KYTC as the region’s ITS moved into construction, is now with ODOT for system operation and management.

The Kenton County Transportation Plan was completed (4/03)
Methodologies

A key theme advanced by TEA-21 is the need to invest transportation resources in improving the management and operation of the transportation system. This concept embraces not only the notion of improving the system’s efficiency by mitigating congestion and expanding its carrying capacity but also of improving the delivery of existing and planned or desired services. OKI will take new initiatives to improve system management and operation, which will include but not necessarily be limited to the following tasks.

1) For measuring system performance and providing data for the congestion management system (CMS), OKI will continue to collect and evaluate traffic quality information based on travel time studies of roadways in the network (about 1,600 miles of coverage). This data will be added to data collected in 2002 in the Mobility Management network to continue to build a “time of travel” database. A framework for evaluating the effects of improvements on the system will be developed. Where applicable, coordination with ODOT and KYTC will be done to ensure compatibility with methodologies and results.

2) Under TEA-21, metropolitan planning organizations like OKI must increase their focus on managing the existing infrastructure. Federal policy guidance is expected to better define the MPO role in the future, but at this time OKI proposes continuing discussion with state transportation and local transit agencies to discuss how the existing system can be managed and operated more efficiently.

3) Amendments to the OKI 2030 Regional Transportation Plan will be completed as needed in order to incorporate the recommendations of completed corridor studies and/or the OKI Land Use Commission.

4) Update of the OKI 2030 Regional Transportation Plan will commence in early 2003. This effort will include fiscal projections and analyses as well as coordination with ODOT’s ACCESS OHIO update.

5) OKI will continue to participate in state and national forums to identify procedures for addressing TEA-21 planning requirements.

6) Identify and engage stakeholders in western, southeastern or other corridors to promote ownership of the process once MIS studies are initiated.

7) OKI provides for ARTIMIS coordination and support. This involves supporting the ARTIMIS Advisory Committee. In addition, staff supports the Regional Incident Management Task Force that was formed in 1996 to establish regional program, policy, or protocol for managing incidents on the freeway corridors covered by ARTIMIS. The Task Force is comprised of representatives from law enforcement, fire and rescue organizations, emergency management and response organizations, communication centers, Metro, and state transportation agencies.

8) The development of a Regional Roadway Safety Program will be conducted in two phases. Phase I will include a comprehensive investigation of the feasibility of developing and implementing a meaningful Program. This phase will include determination of the availability of accident data and the ability to process this data to understand the existing conditions of the region in terms of roadway safety. In Phase II, actual data collection will be performed and high accident locations along functionally classified roadways in the OKI region will be identified, cataloged and mapped. Work will be completed to integrate safety into the overall
transportation planning process. OKI will initiate and promote a program that encourages a continued, comprehensive and coordinated evaluation of traffic safety needs.

610.1 Products

1) Travel time surveys on the Mobility Management Network (Phase III). (06/04). Framework for evaluating the impacts of investments. (12/03)

2) Coordination with ODOT, KYTC, local governments, and major transit agencies on options for improving management and operation of the existing system. (as appropriate)

3) OKI 2030 Regional Transportation Plan Amendments. (as appropriate)

4) OKI 2030 Regional Transportation Plan Update.
   - 2000 Base Year Demographic Data (7/03)
   - 2030 Forecast Year Demographic Data (9/03)
   - Fiscal projections (10/03)
   - Transportation System Needs Assessment (12/03)
   - Alternative Evaluation (3/04)
   - Draft Plan (5/04)

5) Participation in state and national forums on transportation planning issues. Participation in interagency consultation activities. (as appropriate)

6) Initiation of the public education process by identifying stakeholders, developing "introduction to transportation planning/corridor planning" presentation and implementation of a speakers bureau” in the western, southeastern or other corridors.

7) Convene meetings and support the efforts of ARTIMIS Technical and Policy Committees and the Incident Management Task Force as needed.

8) A report will be developed that outlines a methodology for the acquisition and processing of roadway safety information and crash data for roadways on the functional class system in the OKI region. It will include procedures to obtain, process, update, analyze and utilize data collected. (Phase I) (9/03). Report cataloging and mapping high accident locations along functionally classified roadways in the OKI region. Identification of potential countermeasures. (3/04)
**610.3 - Long Range Planning: ENERGY**

**Objective**

One of the issues advanced by ISTEA and TEA-21 is the need to conserve energy and improve air quality. Energy conservation has both regional and national implications. Any attempt at reducing fuel consumption would help to mitigate dependency on foreign oil imports, and improve air quality and other aspects of life for the residents of the OKI region. To address this challenge, OKI will take on a new initiative to explore ways to conserve energy consumption in transportation.

**Methodology**

One of the issues advanced by ISTEA and TEA-21 (notably Planning Factor 4) is the need to conserve energy and improve air quality. Energy conservation has both regional and national implications -- mitigates dependency on foreign oil imports, and improves air quality and other aspects of life for the residents of the OKI region. To address this challenge, OKI will explore ways to conserve energy consumption in transportation. This initiative will be conducted in two phases. The first phase, which will take about a year, involves a broad-based research of energy issues including but not limited to the national energy outlook, dependency on oil imports as a primary transportation fuel, pending federal energy policy, technological issues, policy issues, and the like as a basis for developing an energy policy. The second phase, which is to be completed in the second year, will provide for energy conservation through transportation strategies. This phase will involve assessing the energy impacts of the region’s transportation system and identifying policy alternatives and their potential energy implications, such as the increased use of emerging technologies, transit alternatives, alternative fuels, and travel demand management strategies.

**610.3 Products**

1) Compilation of energy information as a basis to develop an energy conservation policy, as appropriate. (12/03) A Regional Energy Conservation Policy. (12/04)
610.4 – Long Range Planning: LAND USE

Previous Work
The OKI Land Use Commission has been following a specific 11-task scope of work. As of the beginning of FY 04, the Commission had completed Tasks 1 through 5 in its Scope of Work, facilitated public involvement, and began Task 6 of its Scope of Work (development of trends and conditions statements for strategic regional issues). In FY 03, the Land Use Commission convened a several meetings to consider and complete Task 4 in its Scope of Work (establishing a vision for the region’s future land use and infrastructure), it facilitated eight public forums on the vision, and it completed Scope of Work Task 5 (selection of strategic regional issues). A consultant facilitated the Commission’s visioning meetings, produced materials for public participation, and designed a process to identify strategic regional issues. OKI will continue to support and facilitate the commission’s development of a strategic regional plan for growth and development.

Methodologies
1) In FY 04, the Land Use Commission will complete Task 6 of its Scope of Work (develop trends and conditions statements for strategic regional issues).
2) In FY 04, the Commission will complete Task 7 of its Scope of Work (develop one or more goal statements for strategic regional issues).
3) Technical assistance will be provided to local governments on comprehensive land use planning and growth management on an as-needed basis.

610.4 Products
1) Documentation of trends and conditions statements for strategic regional issues. (as appropriate) (4/04)
2) Documentation of goal statements for strategic regional issues. (4/04)
3) Technical assistance will be provided to local governments on land use planning and growth management. (as appropriate)
Objective
To incorporate a strenuous public involvement process and consider environmental justice (EJ) issues as a major component of the transportation goals of OKI. OKI will continue to apply traditional methodologies and explore new ones to continue to incorporate the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies in all planning processes.

Previous Work
OKI has worked to develop a comprehensive Environmental Justice policy for the agency, as well as include the principles of Executive Order 12898 in all corridor and long range planning projects.

Methodologies
1) Conduct a Stakeholder Survey of Environmental Justice Advisory Committee (EJAC) members representing the OKI region to help initiate a dialogue between the community (stakeholders) and OKI. This will provide staff and the region with very effective public feedback regarding the projects and issues of the region. (pending available funds)
2) Coordinate with other Ohio MPO’s to develop a best practices approach in Ohio. Facilitate communication and coordination of the many efforts of the organizations and programs. (pending available funds)
3) Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
5) Title VI- This activity will provide information regarding any changes to the profile of the service and customers of transit service since the last Title VI submission.

Products:
1) Results of stakeholder survey data will be compiled and distributed.
2) Host and or Co-sponsor a regional EJ meeting on transportation. (9/03)
3) Advertisement spots on minority broadcasting stations and newspapers. Conduct community and or organizational presentations in regards to Environmental Justice. Attend and or participate in target group events and functions to further promote EJ within the Community. Hold one public hearing and four public meetings before the adoption of the OKI EJ Policy by the Board of Directors. (as appropriate)
4) Hold DBE workshop in conjunction with minority organizations. Preparation and distribution of a DBE flyer. Co-sponsor events with other civic or corporate groups in target communities. (11/03)
5) Update Title VI Documentation as needed (4/04).
Objective
Analyze the impacts of realignment of the proposed rail line in the MT. Auburn/Uptown area.

Previous Work
PE/EIS activities were completed regarding several planning tasks. Alignment issues were resolved in the Montgomery Road corridor from Norwood to Blue Ash, the uptown area between Jefferson and Reading Road, and in Covington and Over the Rhine. Other issues addressed included the operational issues in downtown, staging of the Mt. Auburn Tunnel construction, the location of the yard and shops, and the LRT/bus operating plan. Work commenced on the DEIS. Significant community involvement efforts were made to engage the public. Several public forums were held in addition to many one on one and special interest group presentations. The Rail Blazer was deployed to numerous neighborhood and regional events. Extensive media relations resulted in raising the profile of this project in the community.

The Draft Preliminary Engineering and Environmental Impact Statement was completed in October, 2001.

Methodology
A comparative analysis of the impact on ridership of the proposed realignment established in the Regional Rail Systems Plan’s value engineering exercise will be performed. This change in the I-71 alignment eliminates the Mt. Auburn tunnel and the Christ Hospital station and provides connecting service to the Uptown area via the modern streetcar. This scope change was directed by the OKI Executive Committee at the regular public meeting on May 8, 2003.

The study will be conducted in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning and Metropolitan Planning Rules (23CFR Part 450, and CFR Part 613). A detailed work program will be developed as part of the process.

Products
1) Additional revisions to the Draft PE/EIS document based on the Federal Transit Administration response. (6/04)
2) Comparative analysis of the impact on ridership of the proposed realignment established in the Regional Rail Systems Plan’s value engineering exercise. This change in the I-71 alignment eliminates the Mt. Auburn tunnel and the Christ Hospital station and provides connecting service to the Uptown area via the modern streetcar. (06/04)
Objective
To continue the Regional Ozone Reduction Program which is designed to raise public and business awareness and reduce ground-level ozone levels in order to protect public health, the local economy and attain the national air quality ozone standards.

Previous Work
The Regional Ozone Coalition (ROC) was established in 1994 and educates the general public, media, businesses and local governments about the ground level ozone problem and empowers them to take actions to make a difference. This campaign, which emphasizes voluntary actions, is geared toward the residents of Butler, Clermont, Hamilton and Warren counties in Ohio and Boone, Kenton and Campbell counties in Kentucky.

Some specific activities of the ozone reduction program have included:

- Distribution of the message through payroll inserts, television and radio commercials, newspaper articles and advertisements, billboard messages, and a multitude of other media
- An aggressive media relations effort to keep the smog issue at the forefront of local radio, television and newspaper reporting
- Notification of smog alerts through a fax and email network designed to alert over 1000 local governments and businesses on ozone-smart business practices
- An annual smog season kick-off event, the Clean Air A-Thon, which started in 2001 in order to educate and inform in a fun, family environment
- School age education by sponsoring events for children and their parents, conducting teacher workshops for Kindergarten through 12th grade teachers, and an annual calendar contest started in 2001
- Increasing the number of alternatively fueled vehicles and fueling infrastructure in the region through facilitating funding to aid not only in the incremental cost of alternative vehicle purchases but also with the incremental cost of alternative fuel

Methodologies
1) The Coalition will continue outreach and education efforts within the region. Although the smog season in the Greater Cincinnati/Northern Kentucky region is primarily from May to September, the program will work throughout the year in developing its message and creating materials, commercials and various marketing materials that deliver the message during the critical months. Since smog reduction can be achieved by a variety of actions, it is critical to reach as many audiences as possible. The message will be directed towards the local media, government and businesses, citizens in the region, school aged children, educators, commuters and employers. The message “Do Your Share for Cleaner Air”, including tips and additional information explaining the ozone problem, is the focus of the education campaign. This message will be circulated via advertising in local newspapers, radio and television stations and through the dissemination of tip sheets and various other marketing materials. Special events include a campaign kick-off and participation in county fairs and festivals, as well as a variety of other special events throughout the region. Funding incentives will provide commuters with options, such as biking, as opposed to traveling alone in a vehicle. Painted buses, billboards, street flags and other avenues of creating awareness will be used. A
program geared to school aged children and educators will serve to disseminate information to
teachers and students on activities that reduce ozone formation.

2) By securing public and private funding to offset the differential costs between conventionally
fueled and alternatively fueled vehicles, the regional fleet of alternatively fueled vehicles will
be greatly increased. The Coalition will work to increase the level of funding that it attracts to
the region for this effort.

3) Secure Bicycle Parking Program: The Coalition will provide grant funds to local governments,
agencies, non-profit organizations and private businesses to offset the cost of purchasing
bicycle racks and lockers for on-site use. Applicants would be responsible for expenses related
to installation and maintenance of the racks and lockers. This program is intended to
encourage bicycle use through ensuring secure storage at work and shopping destinations,
deterring bicycle theft and vandalism and providing weather protection. Specialized marketing
and agreement materials will be developed to inform the appropriate entities about the grant
opportunities. The project will be coordinated with Metro’s Rack and Ride bike racks on buses
program where possible.

Products

1) An education program geared toward the reduction of ground level ozone in the seven
county Greater Cincinnati urban airshed.

2) A funding program designed to increase the number of alternatively fueled vehicles in the
region and to encourage the construction of infrastructure to support them. Facilitated
interaction among administrators of alternatively fueled fleets and the vendors and
suppliers who support the use of alternative fuels.

3) Development of a marketing program and administrative documents for encouraging
applications for bicycle parking facilities by local businesses and agencies. Coordination of
the installation of bicycle parking racks and lockers in response to applications received.
Objective
To complete the Northwest Butler County Corridor Study as the first stage of the implementation of the various improvements which may be recommended.

Previous Work
The study was initiated in order to coordinate various planning efforts in the northern part of Butler Co. In general the study area encompasses the US-27 corridor from Oxford to Ross and the SR-73 corridor from Oxford to Trenton in northern Butler Co. Ohio. The eastern portion of the study area abuts the western termini of the Trenton Area Access Study currently in the PE/EIS phase. The City of Oxford, home of Miami University, is the cultural center of the area and as such, represents a major origin and destination in the corridor. The study holds a TRAC Tier2 status. The Northern Butler County Key Stakeholders Committee was established to oversee the process. Consultants are under contract for public involvement activities and technical work. OKI is serving as the project manager via a memorandum of understanding with the Butler Co. Engineer’s Office. Several meetings with the committee and public have been held. Local stakeholders continue to be engaged in the study process. ODOT’s five step planning process is underway. *This item is carried from FY03 into FY04.*

Methodology
The study will be conducted in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning and Metropolitan Planning Rules (23CFR Part 450, and CFR Part 613). A detailed work program was developed as part of the process.

Product
Final MIS Report. (8/03)
Objective
To develop a balanced multi-modal recommended program of projects for the transportation corridor, which is centered on I-75. The North South Transportation Initiative is the first comprehensive regional look at the major transportation issues in the corridor from Northern Kentucky to Piqua, Ohio.

Previous Work
The North South Transportation Initiative was initiated in FY00, the consultants were selected and contracts executed in FY01. A Notice of Intent was published in the Federal Register, which started the scoping process, will lead to the identification of an initial set of alternatives. These alternatives were subjected to the initial screening process and reviewed thru a public involvement process. An Environmental Justice Plan was prepared, which identified efforts to comply with Environmental Justice requirements.

Methodology
The North South Transportation Initiative is being conducted utilizing a merged NEPA process (a merged NEPA process includes the provisions of an MIS). This item is carried over from FY03.

A scope change has been requested to perform an estimation of the capacity needed to achieve LOS D and LOS E on the mainline of I-75. The process will utilize data from the existing I-75 model runs to estimate the number of lanes required on a segmental basis for the corridor. A graphical layout of the concept will be completed, the conceptual layout will be annotated, and estimated acreage affected will be quantified. Cost estimates will be developed using a unit price cost methodology.

Product
Final MIS Report. (08/03)
- Conceptual engineering of recommendations, including capacity estimation for LOS targets on I-75
- Cost estimate of recommendations
- Draft/final evaluation report
- Executive summary of final report

Note: The North South Transportation Initiative is a cooperative effort between OKI and MVRPC; OKI is the consultant contracting agency and such funding from MVRPC and ODOT is provided for the MVRPC portion.
Methodologies

One purpose of TEA-21 is to ensure that the metropolitan planning process maintains a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. OKI will assess the reciprocal impacts of land development and transportation decision making, as well as environmental considerations in a three-state, two-federal-region area, which will include but not necessarily be limited to the following tasks. This work will be linked to OKI’s current transportation studies.

1) Study the links between highway, transit and other transportation decisions and regional land uses (including greenspace), and the most efficient uses of those resources.

2) Study how water supplies are impacted by transportation and land use decisions.

3) Develop guidance for communities to better tie land use planning and zoning decisions to capital budgeting in order to use public transportation dollars more efficiently and effectively.

4) Develop guidance and best practices to communities in the region about the effects of transportation and land use decisions on water resources.

5) Educate the public on the impacts of transportation decisions on land use and the environment.

665.9 Products

1) Documentation of local and regional land use and transportation decision-making processes. (6/04)

2) Documentation of impacts of transportation and land use decisions on water resources. (06/04)

3) Best practices and model ordinances which address compatible land use, transportation and capital budgeting processes. (6/04)

4) A water resource map that will help local-level decision makers understand how water supplies are impacted, and to depict potential areas of crisis. (6/04)

5) Documentation of public involvement, including consultation with the environmental justice community; and any collateral materials produced for that purpose. (6/04)
Objective
To complete a Major Investment Study of the Southeast Corridor.

Previous Work
The Central Area Loop Study Advisory Committee identified a light rail link from the proposed I-71 light rail line to Newport, Kentucky. The Study Committee recommended that this light rail link to Newport be included in the I-71 Corridor PE/DEIS effort. This issue was discussed at the May 17, 2001 meeting of the I-71 Corridor Oversight Committee. So as not to delay the study of the established I-71 Corridor PE/EIS and to expedite the completion of the Newport study, a motion was passed to support a separate MIS to address the linkage from downtown Cincinnati to Northern Kentucky University.

This corridor encompasses the area from downtown Cincinnati along the I-471 corridor to the vicinity of Northern Kentucky University, as currently outlined in the OKI 2030 Regional Transportation Plan.

Methodology
This study will be conducted in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning and Metropolitan Planning Rules (23CFR Part 450, and CFR Part 613) and a detailed work program, which will be developed as part of the analysis. The study is expected to take 18 months.

Product
Final Corridor Study Report. (06/05)
667 - COMMUTER ASSISTANCE SERVICES

ISSUES, PROBLEMS AND OPPORTUNITIES

A majority of commuters in the OKI region rely on single-occupant vehicles. A number of goals to reduce the number of single-occupant vehicles, increase vehicle occupancy rates, reduce vehicle miles traveled, and reduce mobile-source air pollution were set forth in the Year 2030 Regional Transportation Plan, including: improve the level of access and mobility for all segments of society, improve air quality, minimize total transportation-related costs, conserve energy, and coordinate shared ride activity.

Historically, the solution to traffic congestion in the region has been to provide an additional highway capacity. Additional capacity, however, has not alleviated the problem; instead it has contributed to air quality problems. Air quality has become a new area of concern associated with the automobile and single-occupant vehicle travel. The commuter services program addresses the air pollution problem in this region, and stresses how the automobile is a contributing factor to degraded air quality.

Travel behavior is not easily changed, and the automobile is a personal freedom not easily given up. The attitudes and behaviors of the public and the business community are the driving forces behind the commuter services program. The program provides attractive alternatives to driving alone. It reduces traffic congestion, enhances the environment, and still provides the freedom of mobility.

PROGRAM GOALS

- Educate the general public and the business community about single occupancy transportation, and the various alternatives, which address the problems, associated with driving alone.
- Improve the level of access and mobility for all segments of society.
- Improve air quality.
- Minimize total transportation-related costs.
- Conserve energy.
- Coordinate shared ride activity.
- Reduce SOV travel.

667.1 – RIDESHARE

Objective

To increase participation in carpools, vanpools, and public transportation.

Previous Work

Since 1980, the RideShare program has been reducing traffic congestion, improving air quality, and ensuring mobility by encouraging the region’s commuters to carpool, vanpool or use public transit. The major components of the RideShare program are ridematching database, vanpooling, marketing and public awareness. The ridematching database is continually updated and accepts applications from commuters in the OKI region, and surrounding counties. Commuters can either call 241-RIDE or log on www.rideshareonline.org to complete an application. In return,
commuters are provided with the best available information on alternatives to single-occupant vehicle (SOV) transportation, including carpooling, vanpooling, public transit, and locations of park-and-ride facilities. The OKI vanpool program has helped remove millions of single-occupant vehicle miles from the region’s roadways. Throughout the years, OKI has marketed the RideShare program through a variety of means including billboards, radio, television and print advertisements, employer campaigns, and special events. RideShare marketing and public awareness campaigns not only promotes the services offered by RideShare, but also works to change the attitudes and behaviors of Tri-State commuters.

**Methodologies**

1) Maintain a current, accurate RideShare database of participants and their origin and destination points, work hours, and other key information. Provide match list names to rideshare applicants by the following business day. Track information about how applicants heard about the RideShare service in the RidePro database.

2) Provide vanpool and leasing information to individuals, organizations, and companies regarding the initiation of new vanpools and maintain existing vanpools/ridership.

3) Review rideshare marketing research and evaluate marketing alternatives based on cost, effectiveness, and feasibility. Raise public awareness through community and special events.

4) The GRH program provides registered carpoolers and vanpoolers, and Metro and TANK customers, with a ride home in emergency situations at a minimal cost. Eighty percent of the cost of cab fare home may be reimbursed. This service can be used up to four times per year for illness, unexpected overtime, and family emergencies.

5) The OKI RideShare program promotes alternative transportation such as carpooling, vanpooling and public transportation. Vanpool incentives encourage commuters to join new vanpools or remain in existing vanpools. By paying for a portion of the capital costs on each vanpool operated under the OKI Regional Vanpool program, OKI can increase the number of vanpools on the road, while decreasing the number of single occupancy vehicles. Capital costs are limited to vehicle depreciation, interest and maintenance.

**Products**

1) A detailed report of database activities such as, additions, deletions, counts of applicants provided with matchlist names, evaluation of marketing activities based on how registrants heard of RIDESHARE and the current database size. (Semi-annual)

2) Monthly update of existing vanpools, new vanpools, rider recruitment and assistance to drivers and passengers. (On-going)

3) Execution of an annual marketing plan outlining the most effective approaches to increase awareness and participation in all aspects of the OKI commuter services program. (On-going)

4) An accurate GRH database and an efficient reimbursement program. (On-going)

5) Retain existing vanpools and form new vanpools to reduce single occupant vehicles from Tri-state roads over the three-year period. (On-going)
Objectives
To maintain a high level of transit service to Metro customers and the community-at-large.

Previous Work
The Southwest Ohio Regional Transit Authority (SORTA), Metro’s governing body, completed its transit enhancement plan, MetroMoves, in March, 2001. The refinement of this plan was completed in June 2002. The refined plan included a regional rail network plan, a bus expansion plan, a hub network plan and a financial analysis and 30 year budget plan.

The refined plan was put before the voters of Hamilton County in November 2002 for funding. The voters did not approve the funding. Given this circumstance, Metro staff decided to proceed with elements of the refined plan that are within SORTA’s budgetary limits.

Methodologies
Because of SORTA’s limited budget capabilities, Metro staff proceeded to review those recommendations set forth in the refined plan that posed the least financial burden on SORTA’s operating budget, but stood the greatest chance of being funded through federal and state capital grants. Three projects were selected and set forth in SORTA’s SFY 2003 Work Plan. Due the magnitude of these projects, they are being carried forward into SORTA’s SFY 2004 Work Plan.

Products
1) Redesign of Metro’s Government Square Hub:
   a. Begin final design and engineering by 9/30/03
   b. Complete final design and engineering by 3/31/04
   c. Solicit bids for construction (and possibly begin construction) by 6/30/04

2) Construct a permanent 200 space park and ride facility in the Eastgate area of Union Township, Clermont County as a part of the township’s Civic & Transit Center development;
   For the Eastgate Civic and Transit Center Park and Ride:
   a. Complete 90 % of design work by 10/30/03
   b. Complete 30% of construction by 12/31/03
   c. Complete 70% of construction by 6/30/04

3) Replace 90 buses (a correction to the ‘03 Plan which had 64) in Metro’s fleet.
   For Bus Replacement: Currently, SORTA has a five year bus manufacturing contract with the Gillig Corporation. The contract expires in January, 2006. The development of specifications, solicitations, bidding and manufacturer selection have already been done for buses to be procured under this contract. The ‘05 and ‘06 replacement bused cited in SORTA’s ‘03 Work Plan will be procured under SORTA’s current contract with Gillig. The purchase orders for the ‘05 buses will not begin until July, 2004. Therefore, as a result of SORTA’s contract with Gillig and bus purchases will not begin until the first quarter of SFY 2005, there will not be any milestone progress reports for SFY 2004.
674.2 Mass Transit Exclusive: TANK PLANNING STUDIES

Objectives
TANK developed its third Strategic Plan to serve as a “blueprint” for TANK’s direction over the next five years. The implementation of this planning effort will allow TANK to address current and future transportation needs in the Northern Kentucky and Cincinnati metropolitan areas.

Previous Work
TANK has initiated several planning activities, with local funding, in the second year of implementing the current strategic plan.

- Bus Shelter Evaluation Policy
- Bus Stop Evaluation Policy and Action Plan
- Action Plan for “Real Time” System
- Comprehensive Operations Analysis Report
- Emergency Preparedness Plan
- Transit Service Standards Policy
- Annual Marketing Plan Update
- Participating in regional planning studies

Methodologies
Locally funded, unless noted otherwise, planning activities that will be conducted by TANK in FY2004 include:

1) Create 2004 Strategic Plan—TANK will develop the 2004 Strategic Plan that will outline the direction of TANK over a 3-5 year horizon.
2) Implementation of “Real Time” Action Plan (2003 CMAQ)—TANK will implement the public phase of its ITS system to give transit riders the benefits of Real Time information at transit centers and facilities and on TANK’s web site.
3) Transit Center Network Plan—TANK will develop a concept plan for future transit center/hub development based on Spring 2002 Comprehensive Operations Analysis and further study.
4) Implementation of Park and Ride Needs Assessment (2003 & 2004 CMAQ)—Through a partnership with the KYTC and CMAQ funds TANK will continue to implement its Park and Ride Needs Assessment with new facilities in Burlington, Independence, Fort Wright, Newport, Erlanger, and the Union/Walton area.
5) Participation in Regional Studies—TANK staff will continue to participate in regional corridor studies in FY2004 including: I-75 N/S Initiative, I-71, Kenton County Task Force, SE Corridor Study, Campbell County Transportation Plan, and the Regional Rail plan.

Products
1) TANK’s 4th Strategic Plan
2) Real Time Information at transit centers/stops and on the internet
3) Transit Center Network Plan/Development Plan
4) Additional Park and Ride Facilities
5) Participation in Regional Studies
Objective
To perform various operational and service analyses to maximize efficiencies, and promote safety, reliability and customer satisfaction.

Previous Work
Middletown Transit Service performs on-going ridership, operational analysis and passenger surveys in order to understand and implement improvements. These include farebox, ridership, operating cost and customer comment analysis.

Methodologies
1) Perform route productivity analysis. This will be accomplished by: farebox revenue counts, ridership counts by route, productivity evaluation by stop by time of day and day of week.
2) Perform system operating cost evaluation. This will be accomplished by: generating cost/mile, cost/passenger and maintenance hourly rate per vehicle.
3) Conduct passenger surveys to gauge customer satisfaction relative to routes, fares, driver courtesy and helpfulness, operating times, reliability and dependability.

Products
1) Productivity evaluation summary for each route
2) System level financial and operational indicators for benchmarks against other systems
3) Identification of issues related to route design, driver training, farebox rates, and customer satisfaction for MTS to focus on.
674.3 Mass Transit Exclusive: CLERMONT TRANSPORTATION CONNECTION

Objectives

To implement current items as outlined in the 2003 Annual Plan of Work. These items identify initiatives toward the transition from a rural to urban system status.

Previous Work

Clermont Transportation Connection has had no previous work plan as an urban system. CTC will transition to an urban status January 1, 2004.

Methodologies

Total planning budget for CTC is $67,881.00. This does not included $9,939 in indirect cost attributed in part, to the Board of County Commissioners time for transition to an urban transit system.

1) The Transportation Development Plan is nearly complete. Staff will develop recommendations for system improvements.
2) Develop measurable goals and objectives, work toward goal achievement.
3) Identify new and expand current contract service within systems ability to provide.
4) Continue Risk Management Plan
5) Customer Service (10% of the total cost)
6) Transition current transit system from Rural to Urban status

Products

1) System design or re-design
2) Follow Goals and Objectives for measurable system improvement or enhancement
3) Increased ridership through contract service
4) Maintain continuous improvement in the area of risk management
5) Enhance customer service through surveys, updated website, public awareness
6) Plan a smooth transition to urban status.
Objectives
To advance the implementation of the Locally Preferred Strategy for the Eastern Corridor.

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

Methodology
OKI will participate in the Eastern Corridor Implementation Group and its monthly meetings to guide preliminary engineering and develop strategy to advance project implementation in the Eastern Corridor. OKI will also participate in the public involvement process. OKI may assist local governments to advance recommended projects and/or enhance public involvement in corridor planning. OKI may convene the Eastern Corridor Advisory Committee on behalf of the Implementation Group.

Product
Efforts to support local initiatives to advance transportation projects recommended for the Eastern Corridor. (as appropriate)
Objective
To continue OKI support of the Ohio River Trail Planning Committee by providing for the refinement of a preferred and feasible alignment in sufficient detail to allow preparation of the necessary environmental documentation in the Ohio River Trail corridor.

Previous Work
As part of our intergovernmental services function on behalf of local governments, OKI has for many years provided logistical and staff support to the Ohio River Trail Planning Committee. Its mission is to accomplish the development of the Ohio River Trail, a 16-mile shared use trail along US-52 and the Ohio River in southeast Hamilton County and southwest Clermont County. OKI was asked to serve in a coordinating and oversight capacity.

A Feasibility Study was completed in May, 2000. The study examined the feasibility of constructing a trail on either side of US 52 throughout the entire corridor, and also developed preliminary cost estimates for each alternative (roughly $10 million for the north alignment, and $17 million for the south alignment). The final report concluded that a continuous trail was indeed feasible, and included a recommended alignment consisting of a combination of the two preliminary alignments, with an estimated cost of $8 million. The consultant’s recommended alignment was based primarily on cost considerations, but it did not satisfactorily fulfill the Committee’s primary goal of keeping the trail in close proximity of the Ohio River.

During subsequent deliberations, the Committee concluded that it still did not have the level of detail relative to a number of planning, engineering, and cost issues that was required to make informed decisions about a final alignment which was not only affordable and buildable, but which also met the river access requirement. Accordingly, the Planning Committee asked if it would be possible for OKI to conduct these additional studies on behalf of the committee and the eventual individual project sponsors. In FY03 a consultant was selected and work was initiated.

Methodology
In consultation with ODOT District 8 officials and the Planning Committee regarding a preferred alignment, it was determined that, in order to facilitate better decision-making, a more detailed investigation of certain areas and issues along the alternative routes identified in the Feasibility Study was required. A Scope of Services was developed and included in the consultant contract. Work began in December, 2002.

Product
Document providing 1) better defined construction cost opinions, and 2) more detailed information to enable the Planning Committee and other decision makers to better understand the cost and constructability issues involved in selecting a final preferred alignment for the Ohio River Trail (12/03).
Objectives
In Warren County, OKI will initiate a multi-modal study in the area bounded by I-75 to the west, SR-63 to the north, SR 48 to the east, and U.S. 22/SR 3 to the county line to the south.

Previous Work
The 2030 Regional Transportation plan recommends that a transportation study be conducted for the central area of Warren County, which is one of the fastest growing areas in the state.

Methodology
OKI will manage a consultant study to identify the most effective alternative(s) for improving mobility. The study will address the need for maintaining accessibility along major transportation corridors after the area is more fully developed. OKI’s effort will include responsibilities for coordination and review related to contract oversight of both the technical and public involvement aspects of the study process. The study is expected to take two years to complete.

Product
Under the direction of a project oversight committee and through a public involvement process, develop an MIS type of plan for Southwest Warren County. (12/04).
Objective
To complete a Major Investment Study of the Western Corridor.

Previous Work
The OKI 2030 Regional Transportation Plan identifies seven corridors in the OKI region for which it recommends rail transit, including the Western Corridor. The potential of rail transit identified in the Regional Rail Systems Plan may be used as a basis for further analysis in this corridor.

Methodology
The potential of rail transit, transportation system management improvements, and the I-74/I-75 interchange will be studied.

This study will be conducted in accordance with the Federal Highway Administration/Federal Transit Administration Statewide Planning and Metropolitan Planning Rules (23CFR Part 450, and CFR Part 613) and a detailed work program, which will be developed as part of the analysis. Study will consider findings of the Regional Rail System Plan for transit alternatives in the western corridor.

Products
1) Develop stakeholder support
2) Select consultant
3) Develop scope of services
4) Initiate MIS study
Objective
To provide project management of an interchange justification study for the Lockland and Lincoln Heights interchange area on I-75.

Methodology
This study will be conducted in accordance with the Federal Highway Administration and ODOT standard procedures for evaluating interchange modifications. An IMS is required by the Ohio Department of Transportation and the Federal Highway Administration (FHWA) when changes are proposed to any interstate access point. The IMS will include; public involvement, a Notice of Intent, the development of a Purpose and Need, traffic studies, an environmental overview and the determination of feasible alternatives.

Staff will coordinate consultant efforts and manage a detailed work program, which will be developed as part of the analysis. Complete interchange modification study to determine the feasibility of access improvements and to ensure that any recommended changes would not negatively impact traffic flow on I-75.

Products
1) Facilitate coordination by project stakeholders including several local jurisdictions, the county engineer, ODOT and FHWA.
2) Participate in the development scope of services
3) Provision of public involvement activities
4) Perform oversight responsibilities towards the completion of the interchange modification study
Objective
The Objective of this work element is to manage the Dearborn County Transportation System Assessment which will produce an inventory of county highway and transit facilities, identification of deficient conditions and a prioritized list of improvements for Dearborn County.

Previous Work
Periodic review of the County’s transportation system is necessary in order to identify and prioritize needs. The County route data is incomplete or out of date and requires updating.

Methodology
Under this project, county roads will be identified, the need for improvements will be determined, and projects will be prioritized to account for recent and potential growth and development in Dearborn County. Focus will be on road improvements at the county level where resources are limited. Safety, economics and land use issues will be among the factors in the prioritization process.

Through an open process, a Consultant Selection Committee comprised of stakeholders, will select a qualified engineering consultant to help develop the Dearborn County Transportation System Assessment. Data acquisition on the county route system will be a key element of the study. Cost estimates will be prepared to aid in the prioritization of potential projects. Technical services will be provided by contract with an engineering consultant. GIS services will be provided by the consultant. Project management will be provided by OKI staff.

Products
Report containing the following items:
Updated inventory of county highway characteristics and transit services
Cost estimates for potential projects
Prioritized list of county route improvements
Prioritized list of state route improvements within the county
(10/03)
Objective
The Objective of this work element is to manage the Campbell County Transportation Study which will produce an inventory of county highway and transit facilities, identification of deficient conditions and a prioritized list of improvements for Campbell County.

Previous Work
Periodic review of the County’s transportation system is necessary in order to identify and prioritize needs. Previous data acquisition was primarily on the state system within the county. County route data is incomplete or out of date and requires updating.

Methodology
Under this project, county roads will be identified, the need for improvements will be determined, and projects will be prioritized to account for recent and potential growth and development in Campbell County. Focus will be on road improvements at the county level where resources are limited. Safety, economics and land use issues will be among the factors in the prioritization process.

Through an open process, a Consultant Selection Committee comprised of stakeholders, will select a qualified engineering consultant to help develop the Campbell County Transportation Plan. Data acquisition on the county route system will be a key element of the study. Cost estimates will be prepared to aid in the prioritization of potential projects. Mapping services may be provided by NKAPC on a fee basis.

Products
Report containing the following items:
Updated inventory of county highway characteristics and transit services
Cost estimates for potential projects
Prioritized list of county route improvements
Prioritized list of state route improvements within the county
(7/03)
Objective

This project will provide an analysis for improving traffic flow and safety on Dixie Highway, which is a major and heavily traveled urban arterial in Northern Kentucky.

Previous Work

An operational analysis of Dixie Highway is recommended in OKI’s 2030 Regional Transportation Plan and OKI’s recently completed ITS Plan. “Operational improvements on Dixie Highway” was identified as a very important issue in Kenton County by the county’s Transportation Task Force.

Methodology

For Dixie Highway between the Ohio River and Florence, the study would focus on the application of a coordinated adaptive signal system, incident management coordination with I-75/I-71 and linkage with ARTTIMIS, deployment of signal pre-emption by emergency vehicles, and conceptual design of intersections in need of improvements and segments requiring access management. These operational improvements are expected to increase traffic movement on this arterial.

Product

Prepare an operational plan. (12/04)
Objective

The Objective of this work element is to manage the Boone County Transportation Study which will produce an inventory of county highway and transit facilities, identification of deficient conditions and a prioritized list of improvements for Boone County.

Previous Work

Periodic review of the County’s transportation system is necessary in order to identify and prioritize needs. Previous data acquisition was primarily on the state system within the county. County route data is incomplete or out of date and requires updating.

Methodology

Under this project, county roads will be identified, the need for improvements will be determined, and projects will be prioritized to account for recent and potential growth and development in Boone County. Focus will be on road improvements at the county level where resources are limited. Safety, economics and land use issues will be among the factors in the prioritization process.

This study will be a joint staff and consultant effort. Through an open process, a Consultant Selection Committee comprised of stakeholders, will select a qualified engineering consultant to help develop the Boone County Transportation Plan. Data acquisition on the county route system will be a key element of the study. Cost estimates will be prepared to aid in the prioritization of potential projects.

Products

Report containing the following items:
Updated inventory of county highway characteristics and transit services
Cost estimates for potential projects
Prioritized list of county route improvements
Prioritized list of state route improvements within the county

(6/04)
Objective
The scope and nature of this study has not been fully identified. Staff will consult with the Cabinet’s district office and the study content will be determined in cooperation with and approved by KYTC.

697.1 - TRANSPORTATION SUMMARY

Objective
To provide to the public a transportation report summarizing the major findings and activities of the Transportation Planning process.

Previous Work
OKI prepared a transportation summary in FY02 reporting on significant transportation activities during the two previous years. The next summary will be published as part of the FY04 work program.

Products
1) Preparation of Transportation Summary (6/04)
2) Final printing of the Transportation Summary (6/04)
ISSUES, PROBLEMS, AND OPPORTUNITIES

Environmental conditions establish the parameters within which a region's economy develops. Land, air, and water are not separate elements of the environment. Rather, they form the foundation that supports a diversity of activities at the same time as they establish the limits of each activity. In recent years, the dual nature of this relationship has become clearer. Physical resources, which once seemed inexhaustible, have been shown to be limited.

Within the OKI region, environmental limits have been revealed in various ways, among them polluted air and water, increasing problems with waste disposal, and excessive soil erosion. Like all urbanized areas, this region must now measure growth not only in terms of economic benefits, but also in terms of what demands it makes on the ability of the environment to sustain those economic benefits. How much land will be absorbed? How much energy will be utilized? How much waste will be generated? How will waste disposal affect our air and water supplies? These questions can and must be answered in advance. Growth must be planned if the physical environment is to continue to support the quality of life to which we are accustomed.

PROGRAM GOALS

Restore and maintain the region's air quality, water quality, and land resources so that they are not hazardous to health and so that they meet all applicable local, state, and national standards. Through proper planning, these objectives may be realized in a manner that would enable the OKI region to maintain a viable economy.

Provide for comprehensive environmental quality analysis and planning which considers the inter-relationships among water quality, air quality, and land management.

Consider environmental issues and implications in investment of financial resources, i.e., the most cost-effective way of providing public facilities and/or services that are publicly acceptable.

Encourage the preservation of the historical heritage of the region.

Encourage the preservation of ecologically sensitive areas such as wetlands, stream banks, flood plains, erodible hills, steep slopes, prime agricultural lands, and groundwater recharge areas.

Promote regional cooperation as a way of achieving a sound strategy for using and preserving our natural/environmental resources.

Encourage the initiation of new or modified local government arrangements to better achieve environmental quality and other environmental objectives.

Ensure that environmental planning is coordinated with other plans and regional objectives.

Promote public involvement in achieving environmental quality and public accountability on the part of agencies charged with serving environmental quality needs.
Objective
To supplement Ohio-based 604(b) water quality funding, and to undertake water quality planning activities in Kentucky and Indiana, as appropriate and as resources permit.

Methodologies

1) Continue to support the new Tanners Creek (Indiana) watershed coordinator 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 support watershed planning activities in Northern Kentucky 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.

3) Continue to provide support in the planning and implementation for workshops in Indiana and Kentucky on low impact site design as requested and as resources permit. These activities may include presentations of conservation development principles that are relevant to local planning issues, and/or facilitating meetings.

Products

1) Collateral materials for Tanners Creek watershed management activities, which may include education and outreach materials, fact sheets, and articles in stakeholder newsletters. (as appropriate)

2) Collateral materials for Northern Kentucky watershed management activities, which may include education and outreach materials, fact sheets, and articles in stakeholder newsletters. (as appropriate).

3) Meeting notices, agendas, summaries, and related correspondence. (as appropriate)
Objective
To demonstrate techniques to remove pollutants from urban and construction runoff before it reaches Mill Creek or its tributaries. This three-year demonstration project’s best management practices can help watershed stakeholders achieve goals set by the Total Maximum Daily Load process (TMDL) as well as new Phase II storm water management regulations. This activity is funded by a grant under Section 319(h) of the federal Clean Water Act, and is matched in part by over a dozen project partners. In FY 03, this project provided for the installation of two oil and grit separators, which mechanically remove pollution from stormwater; and constructed wetlands which naturally remove pollution from stormwater.

Methodologies
1) Develop a comprehensive monitoring program to demonstrate the effectiveness of the best management practices using volunteers.
2) Develop an outreach and education program to motivate others to transfer these technologies to their own geographic location or local circumstance, while highlighting other programs and practices that can prevent nonpoint source pollution into other southwestern Ohio streams.

Products
1) Reports outlining the results of the monitoring program and effectiveness of the oil and grit separators and constructed wetlands in the prevention of nonpoint source pollution. (as appropriate)
2) Education and outreach materials, including signage at the oil and grit separator and wetlands locations; collateral BMP materials, fact sheets, brochures, articles in stakeholder newsletters and OKI’s web site about nonpoint source pollution and the progress of the project. (as appropriate)
710.6 - WATER QUALITY PROGRAM

Objective
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 published the Regional Water Quality Management Plan in 1977 in accordance with federal and state requirements. Since then, OKI has published numerous supplemental reports, collected additional information, and refined plan recommendations. OKI’s Executive Committee has adopted several resolutions amending the plan where local needs have warranted a change in facility planning boundaries or management agency designations. OKI has provided local governments and their consultants with data and information including population and land use information, reviewed grant applications for consistency with the plan, informed the public of major activities and assisted local implementation of plan recommendations. Since 1983, OKI has executed several contracts with the Ohio EPA, one contract with the Kentucky Natural Resources and Environmental Protection Cabinet (KNREPC), and four contracts with the Indiana Department of Environment Management (IDEM) as part of its water quality management (WQM) planning program, using funds provided by Section 205(j)/604b of the Clean Water Act. The numerous projects completed during FY 1984 through FY 2003 have contributed to a long-term comprehensive data base for the region’s water resources. Since FY 1988, OKI has been involved in groundwater planning for the four Ohio counties of Butler, Clermont, Hamilton, and Warren. Other recent initiatives have been related to watershed management, water service areas, nonpoint source pollution, and public education on water quality issues.

Methodologies
1) OKI will continue to refine the base information and recommendations in the OKI Regional Water Quality Management Plan. As part of these activities, OKI is heightening awareness of water quality issues through public education, and its involvement in groundwater projects and watershed initiatives.
2) For its Ohio counties, OKI’s current contract with OEPA extends through CY03.
3) As in the past, OKI will continue to negotiate with OEPA, KNREPC, IDEM, and other state agencies and provide technical assistance to local agencies, as appropriate.

Products
1) Water quality public awareness outreach activities. (as appropriate)
2) For OEPA, specific Products as negotiated in CY03.
3) Other Products in response to regional needs and appropriate funding sources.
Objective
To ensure that OKI’s Transportation Plan and Program contribute to the region’s attainment and maintenance of national air quality standards.

Previous Work
OKI has coordinated the process of developing local revisions to the air quality State Implementation Plans (SIPs) of Ohio and Kentucky, in cooperation with the Ohio Environmental Protection Agency and the KY Natural Resources and Environmental Protection Cabinet. OKI has provided the state agencies with mobile source emissions data, used in the development of SIP revisions. The SIPs for Ohio and Kentucky were last revised in 1999.

Because the seven county OKI region is designated nonattainment (Ohio counties) or maintenance (Kentucky counties) area for ozone, the region’s transportation plans, programs, and projects must conform to the applicable (SIPs). Transportation plans and programs in these areas cannot cause new air quality violations, increase the severity or frequency of violations, or delay attainment. In late 1999, both Ohio and Kentucky submitted to USEPA a request to redesignate the region to attainment of the ozone standard and a plan to maintain compliance with the standard. OKI provided mobile source emission estimates in support of that request. In July 2000, USEPA approved the redesignation request and maintenance plans. Under provisions of the CAAA, OKI has performed the regional conformity analysis for the region’s transportation plans and programs, most recently for an amendment to the OKI 2030 Regional Transportation Plan in Sept. 2002.

Methodologies
1) Staff will confer with OKI technical and policy committees, as appropriate, to obtain their involvement in addressing air quality planning issues. OKI will continue to coordinate with state and local air quality agencies on SIP revisions and air quality planning issues including but not limited to conformity determinations and the use of alternative fuels. As appropriate, OKI will review current state and federal legislation and regulations and will provide technical information, current data and implementation status information. OKI staff will attend and participate in pertinent meetings, workshops and conferences where specific local environmental problems, statewide environmental issues and evolving federal requirements are addressed. OKI will perform and document conformity analyses as required under the CAAA. The conformity will be based upon criteria outlined in the USEPA’s Transportation Conformity Rule (40 CFR Part 93) dated August 15, 1997. OKI’s Travel Demand Model and the USEPA’s latest emissions software will be used to generate the necessary traffic volumes, speed and emission factors. OKI’s model will to be modified, as needed, to utilize the latest EPA emissions program and to incorporate the latest planning assumptions.

2) Staff will evaluate the potential air quality and energy benefits of potential CMAQ/STP funded projects using the OKI travel demand model as well as FHWA and EPA accepted off-model methodologies.

Product
1) Ongoing coordination and consultation with OKI’s Executive and Intermodal Coordinating Committees and with state and local agencies regarding air quality issues, including conformity analysis, documentation of Plan and TIP updates and amendments.

2) Quantification of the air quality and energy benefits of candidate projects for STP or CMAQ funding as required.
Objective
To provide for sustainable development through planning services, data resources, and other information useful to the government, business, and civic sectors.

Previous Work
OKI’s Decision Resources Center, which lists numerous data resources and services, continues to centralize regional data and planning services to support local government and business research needs.

OKI continues to address the region’s quality of life by promoting a unified approach to economic vitality and land development by addressing the region’s competitive disadvantage caused by: 1) the number of local governments and special districts which operate with little or no coordination; 2) few shared goals or development tools; 3) the weak connection between land use and transportation planning systems; and 4) the cost of sprawl.

The OKI-funded Greenspace office continues to work as part of OKI’s Regional Planning staff and, in addition to developing a Greenspace inventory and Greenspace master plan, assists the OKI land use commission in addressing natural resources issues.

Methodologies
1) Decision Resources Center (DRC) features and operations will be refined to improve its use to local governments and businesses. The DRC will provide all available information in the OKI region such as maps, census data, traffic information and OKI reports. A product catalog featuring available data resources and services including related fees provided through the DRC will be kept current as resources permit.

2) OKI will address sustainable development issues through a comprehensive development strategy which will be implemented through the efforts of the OKI Land Use Commission. The primary beneficiaries of this effort will be local businesses, taxpayers, and government agencies as each improves its capacity to evaluate and direct sustainable growth and development. The program’s components will be:
   a) Continue to define, collect and maintain a data base, which, in part, will establish where the region stands in terms of growth and development and determine and analyze trends and needs, which will indicate where the region is going; and
   b) Tailor a sustainable development strategy, including buy-in by the public, private, and civic sectors, that establish how the region will achieve quality sustainable growth.

3) The OKI Greenspace office will promote the conservation of greenspace for the social, economic and environmental vitality of the region.

Products
1) Provision of various products and information.

2a) Analysis of economic development trends, conditions, and issues. (12/03)

2b) Draft goals and objectives for economic development. (6/04)

3) Documentation of progress made by the regional greenspace office. (as appropriate)