



**EXECUTIVE COMMITTEE
MEETING
SEPTEMBER 8, 2022**

10:30 A.M.

**OKI REGIONAL COUNCIL OF GOVERNMENTS
720 EAST PETE ROSE WAY, SUITE 420
CINCINNATI, OHIO 45202
WEBSITE: WWW.OKI.ORG
E-MAIL: LPLATT@OKI.ORG**

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ITEM 1B:

**APPROVAL OF JUNE 9, 2022 BOARD OF
DIRECTORS MEETING MINUTES**

(Motion to approve and/or amend minutes)

**Meeting Minutes of the Board of Directors
Ohio-Kentucky-Indiana Regional Council of Governments
June 9, 2022 – 10:30 a.m.
OKI Boardroom**

OKI Board President David Painter called the meeting to order at 10:35 a.m. President Painter asked Mr. Lewis Hilton (alternate to Commissioner Summerow Dumas) to lead the Pledge of Allegiance. The following members were in attendance:

BOARD OF DIRECTORS

David Painter, President, Clermont County Board of Commissioners
Jeff Earlywine, Boone County Fiscal Court
Judge/Executive Steve Pendery, Campbell County Fiscal Court
T.C. Rogers, Butler County Board of Commissioners
Rick Probst, Dearborn County Board of Commissioners
Lewis Hilton, Hamilton County Board of Commissioners
Joe Shriver, Kenton County Fiscal Court
Gary Winn, Florence, KY
Mike Mains, Harrison, OH
Christopher Reinersman, Independence, KY
J. Douglas Moorman, Madeira, OH
Chris Dobrozsi, Montgomery, OH
Susan Hoover, Norwood, OH
Charles Lippert, Sharonville, OH
Jeffrey P. Anderson, Springdale, OH
Dale Perry, Trenton, OH
Seth Thompson, Villa Hills, KY
Alan Weiss, City of Greendale, IN
Darin Hinners, Clermont County Planning Commission
Katherine Keough-Jurs, Cincinnati Planning Commission
Liz Hayden, Hamilton (City) Planning Commission
Craig Beckley, Resident
Denise Driehaus, Hamilton County Board of Commissioners
Rob Franxman, Boone County Engineer
Christine Maticic, Resident
Henry Menninger, Jr., Resident
Pamela E. Mullins, Resident
Mark Welch, West Chester Township
Eric J. Beck, Hamilton County Engineer
Laura Brunner, The Port

EXECUTIVE COMMITTEE MEMBERS or ALTERNATES

Mark Jeffreys, Cincinnati, OH
Susan Vaughn, Hamilton, OH
Talbot Moon, Middletown, OH
Beth Fennell, Newport, KY
Sarah Stankorb Taylor, Wyoming, OH

(Continued Executive Committee members)

Geoff Milz, Colerain Township, OH

Tony Rosiello, Green Township, OH

Steve Schramm, Liberty Township, OH

Jeff Wright, Miami Township, OH

Shannon Hartkemeyer, Butler County Association of Township Trustees & Clerks

Tom Peck, Clermont County Township Association

Brian Painter, Campbell County Fiscal Court

Merrie Stillpass, Hamilton County Regional Planning Commission

Sharmili Reddy, PDS of Kenton County

Ryan Cook, Warren County Regional Planning Commission

Terry Summers, Indiana Department of Transportation

Tom Arnold, Ohio Department of Transportation

Khaled Shammout, SORTA

Andrew Aiello, TANK

Christopher Lawson, BCRTA

Roger Kerlin, Resident

Larry H. Maxey, Resident

Karl B. Shultz, Resident

V. Anthony Simms-Howell, Ohio Commission on Hispanic/Latino Affairs, Resident

Thomas Voss, Resident

GUESTS

Pierce Turner, City of Bellevue, KY

Jeff Wallace, CT Consultants

Spencer Stork, Kenton County

Steve D., Erlanger, KY

Greg Doherty, Mason, OH

LEGAL COUNSEL

Edward D. Diller, Senior Counsel, Taft

Luke Blocher, Senior Counsel, Taft

STAFF

Robyn Bancroft

Regina Fields

Suzanne Parkey

Brett Porter

David Shuey

Travis Miller

Summer Jones

Liren Zhou

Margaret Minzner

Katie Hannum

Michael Outrich

Lorrie Platt

Lauren Kleve

ITEM #1 ADMINISTRATIVE

President Painter welcomed all in attendance and reminded everyone that this is a Board of Directors meeting.

In Announcements, President Painter stated that transportation drives economic development. He provided an example of when a new entrance or exit ramp is put on a major highway route, what happens next is there is economic development. President Painter shared that he recently attended the Opiate Summit in Columbus. He asked why or how the summit is related to transportation? One of the key findings from the summit was that access to transportation brings economic vitality to families, including economic development opportunities just as it does in transportation planning.

ITEM #1A Amendment to the Intermodal Coordinating Committee By-Laws

President Painter announced an amendment to the ICC By-Laws, which was to add two additional seats to the "Ohio City Under 40k population" category and to install the City of Loveland and City of Forest Park as those two members. The motion to do so was provided by member Christine Maticic with a second from Commissioner Rick Probst; motion passed.

ITEM #1B FY2023 Intermodal Coordinating Committee Appointments

A list of FY2023 ICC committee appointees was distributed in the board packet of materials for members to review. In addition to those listed, President Painter noted that Mr. Andrew Mays, Clermont Transportation connection should also be considered as an appointee. Member Christine Maticic asked that Liberty Township also be added with the representative to be named later. A motion was made by member Christine Maticic with a second from Commissioner T.C. Rogers; motion passed.

ITEM #1C Approval of the May 12, 2022 Executive Committee meeting minutes

President Painter requested approval of the May 12, 2022 Executive Committee meeting minutes. Commissioner Denise Driehaus moved that the minutes be approved as provided. Member Susan Vaughn of Hamilton, Ohio seconded the motion; motion carried.

CEO's Report

Mark Policinski noted it was a historic week for the Brent Spence Bridge. ODOT and KYTC held a kickoff meeting (this past Tuesday) for those vendors who want to build the companion bridge, about 250 in attendance. He commented that there was a vibe in the room, and it was driven by a lot of things, one namely being a \$2.2 billion project, of which \$1.67 billion could come from the federal government. During the meeting, the DOTs communicated the schedule (for what the steps will be) for the next couple of years and how they go about the bidding process. Mr. Policinski noted that not all the regulations have been finalized but the states must continue to move forward. By October of 2023, DOTs want to select the prime contractor along with all the subordinate contractors, this is a hard deadline because in November of 2023, there are elections. The companion bridge would be completed in 2029.

Mr. Policinski continued with the Household Survey. The in-depth survey is sent out throughout the region and asks questions on how people move about, where they go, their travel mode, etc. He noted how important it is to understand the information from the survey, it is probably the richest data OKI receives,

we along with the DOT's use this data to help OKI make transportation planning decisions. Over 4,000 participated and he thanked members for helping get the word out to their constituents.

Mr. Policinski noted that the June board meeting marks the end of our fiscal year. He said 2022 was another great year following a string of great years for OKI. OKI works with its members on a variety of topics, such as water quality, environmental mitigation, fiscal impact of land use and obviously transportation which ties into economic development. OKI has also worked with jurisdictions on their comprehensive plans (how they look in the next 5-10 years), conducted energy audits, electric vehicles workshops and invested \$70 million in OKI dollars into jurisdictions. OKI won a national award from NARC for the Tree for Me app, which tells the impact of air and water quality by planting trees. This is the third time in the past ten years, these accomplishments rest solely on the staff here at OKI, we are here to serve our jurisdictions. In addition, he thanked the board's leadership, in how they go about their business, their dedicated monthly attendance, and their participation and cooperation.

Finance Officer's Report

Ms. Katie Hannum, Interim OKI Director of Finance, stated that copies of the Finance Officer's Report were electronically distributed to all in advance with a printed copy provided today. Ms. Hannum reported the Council's financing activities, as of June 3, 2022, OKI had:

\$355,463 in PNC checking account

\$21,278 in HSA/FSA checking account

\$512,875 in the STAR Ohio money market mutual fund

Ms. Hannum reported there has been no recent activity on OKI's line of credit, and that there is no outstanding balance at this time. She further reported on Balance Sheet, Revenue and Expense information.

The report concluded with the general fund balance information and the total funds committed to active projects.

President Painter requested a motion to approve the financial report. Board member Ms. Christine Maticic motioned to approve the Finance Officer's Report and member Tony Simms-Howell seconded the motion; motion carried.

ITEM #2 OKI Freight Plan: Current Transportation and Systems Performance

OKI staff Robyn Bancroft noted that OKI's first and current Freight Plan was adopted in August 2011. She provided an update on part one of the Freight Plan, which OKI chose to do in-house based on staff's freight and data expertise. Ms. Bancroft provided the existing performance summaries of all 5 modes (road/trucks, rail/train, river/barge, runway/cargo and pipeline/liquid & gas) and then she proceeded to give highlights of key findings for each mode. She directed members to visit www.freight.oki.org. Part II will begin in FY 2023 which will include the hiring of HDR consultants along with staff concentrating on the future freight performance summaries for the five modes and any new future freight modes. Additionally, a SWOT analysis will be conducted.

ITEM #3 Resolution Authorizing Adoption of the Council Fiscal Year 2023 Operating and Capital Budget

Ms. Katie Hannum, OKI interim finance director presented FY2023 Operating and Capital Budget. The draft budget was emailed to all board members in advance. She provided an overview of the draft budget, highlighting significant variances by cost category between the FY23 budget and FY22 forecast as well as highlight the differences in the overall FY22 forecast as compared to the FY22 budget. She noted that COVID-19 has still impacted spending levels for travel and professional development at the beginning of FY22. She continued to share that overall FY22 forecasted expenditures are 12% under the original budget. Expenditures budgeted in FY23 are 36% greater than FY22 budget and 54% greater than FY22 forecast. It is important to note that this is the 20th budget per capita at .33 for county contributions. A motion was made by member Christine Maticic and seconded by Judge Executive Steve Pendery; motion passed for Resolution 2022-17.

ITEM #4 Resolution for Authorization to enter into a Contract for Human Resource Services

OKI staff Katie Hannum shared that OKI has contracted with HR Elements for human resource services. HR Elements provides professional services in the areas of benefits, recruiting, on boarding, training, policy review and other HR tasks that may arise. The success and cost-effectiveness lead staff to request the authority to retain the professional services of HR Elements for FY23 authorizing the executive director to execute a contract not to exceed \$99,000. A motion was provided by member Craig Beckley and seconded by member Roger Kerlin; motion passed for Resolution 2022-18.

ITEM #5 Resolution Authorizing Retention of 4BIS.com as Managed Service Provider for information technology infrastructure and end-user systems assistance

OKI staff David Shuey presented that OKI has used the services of a consultant as a cost-effective method of maintaining the OKI computer network and related technical issues. The consultant provides ongoing software and hardware services in an array of administrative and programmatic technical areas. Staff requested a managed service agreement with 4BIS.com not to exceed \$86,000 for FY23. A motion was made by Commissioner Rick Probst with a second by member Christine Maticic, motion passed for Resolution 2022-19.

ITEM #6 Intermodal Coordinating Committee Report

Mr. Andy Reser, OKI Manager of Transportation Programming, noted the Intermodal Coordinating Committee (ICC) met on June 7. He stated that Robyn Bancroft presented the OKI Freight Plan update. Mr. Reser reported applications OKI received for federal funds, FY25 (applications due June 3). OKI received 28 applications in Ohio, requesting \$74 million with \$43 million available. For Kentucky, OKI received 17 applications requesting \$18 million, with \$7 million available. Projects will be scored and ranked throughout the summer through September. He stated he will have recommendations at the October board meeting. The ICC recommended one resolution for your approval, which was OKI resolution 2022-20, TIP Amendment #14.

ITEM #7 FY21-24 TIP Amendment #14

OKI staff Andy Reser shared that Amendment #14 includes funding changes to three highway projects and one transit project in Ohio. In Kentucky, the amendment adds three projects and makes funding and timing changes to seven projects. In Indiana, the amendment adjusts the funding amount and timing for one bridge replacement project. They are as follows:

Ohio: The Western Hills Viaduct replacement includes about \$8.5m in OKI funds in FY23. The City of Cincinnati is identifying pieces within the overall Western Hills Viaduct project where they can use the funds. The Amendment moves \$1.7m OKI funds from PID 105314 to a new project, PID 117230, which is a building demolition.

Warren County: The Amendment increases the local funds for the SR 741 widening project.

Kentucky: These are all changes to State projects due the recently enacted Highway Plan. All projects were either already in OKI's Long Range Plan or TIP.

Boone County: The Amendment adds a project to expand roundabouts along KY 237, adds phases to the KY 18 Super Street conversion, adds the Right-of-way phase to the Frogtown widening, and improving access to Litton Lane.

Campbell County: The amendment adds right-of-way funding for the I-275/Double A Connector.

Kenton County: It adds construction funds for the 4th Street Bridge between Newport and Covington, adjusts funding years and amounts for a portion of KY 536, adds federal funds to convert Scott and Greenup in Covington to two-way streets, adjusts funding years and amounts for Turkeyfoot between Dudley and Dixie and provides funds for the widening of KY 236.

One change in Dearborn County, the funding amounts and years are being adjusted for the Sneakville Road Bridge Replacement. Construction moves beyond the TIP into FY25 and that triggered the need to Amend the TIP.

For transit, Butler County RTA has changes to operating assistance in FY23 and 24 and has revised the funding for facility construction. SORTA has five new projects for bus replacements, electric charging stations and infrastructure, management system upgrades and bus stop enhancements. Since the board mailout, two of the SORTA PID numbers have changed, PID 115556 for the management system upgrade is now 117303 and the Bus Stop Enhancements is now 117304.

On May 25th, the draft Amendment was posted to OKI's website and sent to the Interagency Consultation group for review and comment. Mr. Reser stated no public comments were received. There are four projects that are non-exempt from air quality conformity requirements, but we can rely on a previous regional emission analysis since there is no change to timing or scope from what was previously modeled.

A motion was made by Susan Vaughn, of Hamilton and seconded by Mark Jeffries, City of Cincinnati; motion passed for OKI Resolution 2022-20.

ITEM #8 Other Business

President Painter asked if there was any other business. He added that at 11:10 a.m., he received notice from the EPA that the OKI region was in attainment.

ITEM #9 Adjournment

President Painter asked for a motion to adjourn the meeting. Ms. Christine Maticic moved to adjourn, and Judge Steve Pendery seconded the motion; meeting adjourned at 11:36 a.m.



David Painter, President



Mark R. Policinski, Secretary

2022 Attendance

Y=Attended E=Excused R=Represented

Last Name	First Name	Exec. Comm. Alternate	Jurisdiction/Organization											
				Jan. 13 - Board	Feb. 10 - E.C.	Mar. 10 - E.C.	Apr. 14 - Board	May 12 - E.C.	June 9 - Board	Sept. 8 E.C.	Oct. 13 - Board	Nov. 10 - E.C.		
Aiello	Andrew	Alt. Scott Guenther	TANK (Transit Authority of No. KY)	Y	Y	Y	Y	Y	Y					
Allen	Linda		South Lebanon, OH				E							
Anderson	Jeffrey		Springdale, OH	E	Y		Y		Y					
Arnold	Tom	Alt. Tammy Campbell	Ohio Department of Transportation	Y	Y	Y	Y	Y	Y					
Ashbrock	Robert		Reading, OH											
Batchler	Bonnie		Clermont Co. Board of Commissioners	Y	Y	Y	Y							
Beck	Eric		Hamilton County Engineer	Y	Y	Y	Y	Y						
Beckley	Craig		Resident	Y			Y		Y					
Bell	Dan		Taylor Mill, KY	Y										
Bowman	Ken		Ft. Thomas, KY		Y									
Bracken	Jason		Oxford, OH		Y									
Bridges	Gailen		Kenton County Planning Commission	E	E									
Brunner	Laura		The Port	E	E		E	E						
Burns	Mary		Ft. Mitchell, KY											
Capell	Jeffrey		Blue Ash, OH	Y			Y							
Cleves	Charlie		Bellevue, KY	Y	Y	Y	Y	Y	E					
Cooper	Brent		Resident, Northern Kentucky Chamber of Commerce	E										
Corcoran	Claire	Alt. D. Painter	Resident, Clermont County Board of Commissioners	Y	Y		Y							
Davidson	Matthew	Alt. Mitch Rhodus	Fairfield, OH		Y		E	Y						
DeWald	Mary		North College Hill, OH				E	Y						
Dobrozsi	Chris		Montgomery, OH	Y					Y					
Driehaus	Denise		Resident, Hamilton County Board of Commissioners	Y	Y	R	Y	Y	Y					

Last Name	First Name	Exec. Comm. Alternate	Jurisdiction/Organization											
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Moormann	J. Douglas		Madeira, OH		Y		Y		Y					
Mullins	Pamela		Resident	Y			E	Y	Y					
Okum	David	Alt. Merrie Stillpass	Hamilton County Regional Planning Commission	Y	Y	Y	Y	Y	R					
Painter	David	Alt. Claire Corcoran	Clermont County Board of Commissioners	Y	Y	Y	Y	Y	Y					
Painter	Brian	Alt. Tom Lampe	Campbell County Fiscal Court	Y	Y		Y	Y	Y					
Patton	Kim		Boone Co. Planning Commission					Y						
Peck	Tom	Alt. Teresa Hinnners	Clermont County Township Association	Y	Y	Y	E	Y	Y					
Pendery	Steve	Alt. Matt Elberfeld	Campbell County Fiscal Court	Y	Y	Y	Y	E	Y					
Penque	D. Angelo		Cold Spring, KY											
Perry	Dale		Trenton, OH			Y	Y	Y	Y					
Phelps	Ted		Loveland, OH	Y										
Probst	Rick	Alt. Mark McCormack	Dearborn County Board of Commissioners	Y	Y	Y	Y	Y						
Reddy	Sharmili	Alt. Andy Videkovich	PDS of Kenton County	Y	Y	Y	R	Y	Y					
Redman	Benjamin		Milford, OH											
Reece	Alicia		Resident, Hamilton County Board of Commisioners	Y	Y				E					
Reed	Kenneth		Resident	Y	Y	E	E	Y						
Reinersman	Christopher		Indepence, KY	y			Y	Y	Y					
Rogers	T.C.	Alt. David Fehr	Butler County Board of Commissioners	Y	E	Y	Y	E	Y					
Rosiello	Tony	Alt. Adam Goetzman	Green Township		E	Y	Y		Y					
Sams	Jonathan	Alt. Brent Centers	Warren Co. Assoc. of Twnshp. Trustees & Clerks	Y	Y	Y	Y	E	E					
Santora	Sal		Kentucky State Representative	E	E	E	E							
Schabell	Andy		Alexandria, KY											
Schramm	Steve	Alt. Tom Farrell	Liberty Township						Y					

Last Name	First Name	Exec. Comm. Alternate	Jurisdiction/Organization											
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Schultz	Karl	yes	Resident	Y	Y	Y	R	Y	Y					
Simms-Howell	V. Anthony	Alt. Michael Florez	Resident, Ohio Commission on Hispanic/Latino Affairs	Y	Y	Y	Y		Y					
Stankorb Taylor	Sarah	Alt. Dan Driehaus	Wyoming, OH		Y	Y	R		Y					
Summerow Dumas	Stephanie	Alt. Lewis Hilton	Hamilton County Board of Commissioners	Y	Y	Y	Y	Y	R					
Sunderhaus	James		Cheviot, OH											
Thelan	Rob		Edgewood, KY											
Thompson	Seth		Villa Hills, KY	Y	Y	Y	Y	Y	Y					
Tolliver	Ron		Deer Park, OH											
Tunison	Neil		Warren County Engineer											
Unger	Daniel	Alt. Geoff Milz	Colerain Township		R		R	R	R					
Vaughn	Susan	Alt. Tim Naab	Hamilton, OH		Y	Y	Y	Y	Y					
Volter	Jeffrey		Dayton, KY											
Voss	Thomas	Alt. Charlie Cleves	Resident	Y	Y	Y	Y	Y	Y					
Wahlman	Chris	Alt. Terry Summers	Indiana Department of Transportation	Y	Y	R	Y	R	R					
Weidman	Thomas		Hamilton County Township Association											
Weiss	Alan		Greendale, IN	Y			Y		Y					
Welch	Mark		Resident, West Chester Township	Y	Y	Y	E	Y	Y					
Wessels	Bernie		Ft. Wright, KY											
Wilkens	Gregory		Butler County Engineer											
Williams	Michelle	Alt. Joe Meyer	Covington, KY	Y	Y	Y		Y						
Williams	Stan	Alt. Ryan Cook	Warren County Regional Planning Commission	Y	R	R	R	R	R					
Winn	Gary		Florence, KY	Y			Y		Y					
Wong	Lee	Alt. Aaron Wiegand	West Chester Township	Y	Y		Y	Y						
Wyatt	Krista		Lebanon, OH											
Yeager	Robert	Alt. Mike Bezold	Kentucky Transportation Cabinet	Y		Y	R	R						

Last Name	First Name	Exec. Comm. Alternate	Jurisdiction/Organization	Jan. 13 - Board	Feb. 10 - E.C.	Mar. 10 - E.C.	Apr. 14 - Board	May 12 - Board	June 9 - E.C.	Sept. 8 - Board	Oct. 13 - E.C.	Nov. 10 - Board	Nov. 10 - E.C.
Young	David	None	Warren County Board of Commissioners										

ITEM #3:

**FY22 TRANSPORTATION PLANNING
PERFORMANCE AND EXPENDITURE REPORT**

RESOLUTION OKI 2022-21

ITEM #3: **FY 2022 TRANSPORTATION PLANNING YEAR END PERFORMANCE AND EXPENDITURE REPORT**

DESCRIPTION: The enclosed OKI FY 2022 Transportation Planning Year End Performance and Expenditure Report lists staff activity and expenditures during the past year on work elements in the OKI FY 2022 Unified Planning Work Program (UPWP).

BACKGROUND: Every year, OKI is required to submit a progress report covering each work element funded by the Federal Highway Administration or the Federal Transit Administration, as described in the agency's UPWP for that year. At the end of the fiscal year, a final report must be presented to the OKI Executive Committee for their acceptance. This process ensures that the OKI Executive Committee is aware of the progress made, funds expended, and products delivered by OKI.

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-21

EXHIBITS: Resolution (OKI 2022-21) Concerning Acceptance of the OKI FY 2022 Transportation Planning Performance and Expenditure Report.

OKI FY 2022 Transportation Planning Year End Performance and Expenditure Report.

RESOLUTION

**OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS**

**CONCERNING ACCEPTANCE OF THE
FY 2022 TRANSPORTATION PLANNING
YEAR END PERFORMANCE AND EXPENDITURE REPORT**

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, the State of Ohio, the Commonwealth of Kentucky, and the State of Indiana provide transportation funding to OKI; and

WHEREAS a program of transportation planning work elements using this funding is contained in the OKI FY 2022 Unified Planning Work Program: and

WHEREAS, the FY 2022 Transportation Planning Year End Performance and Expenditure Report describes the progress made, the funds expended, and the products delivered for each of these work elements: Now, therefore,

BE IT RESOLVED; that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of September 8, 2022, accepts the FY 2022 Transportation Planning Year End Performance and Expenditure Report.

DAVID PAINTER, PRESIDENT

9/8/22
rwk

ITEM #4:

**TITLE II ADA SELF-EVALUATION AND
TRANSITION PLAN**

RESOLUTION OKI 2022-22

ITEM #4: Title II ADA Self-Evaluation and Transition Plan

DESCRIPTION: The attached exhibit, in resolution form, describes the specific proposed Plan.

BACKGROUND: The OKI Title II ADA Self-Evaluation and Transition Plan describes the process and procedures designed to achieve compliance by the agency to ensure that individuals with disabilities have an equal opportunity to benefit from all of OKI's programs, services, and activities regardless of whether these entities receive Federal financial assistance. The Plan can't deny individuals with disabilities the chance to participate or make them participate in programs different than available to others.

OKI staff will regularly review its Self-Evaluation and Transition Plan to ensure compliance. The proposed steps to achieve compliance include:

1. Development of a grievance procedure;
2. Designation of an individual to oversee Title II compliance;
3. Development of a transition plan if structural changes are necessary for achieving program accessibility; and
4. Retention of the self-evaluation for at least five years.

AUTHORITY: 29 U.S.C. § 794

FUNDING: Staff has determined that there is adequate funding available or anticipated to be available.

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-22

EXHIBIT: Resolution (OKI 2022-22) Concerning Title II ADA Self-Evaluation and Transition Plan

RESOLUTION
OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS

AUTHORIZING ADOPTION OF THE
TITLE II SELF-EVALUATION & TRANSITION PLAN

WHEREAS, Ohio-Kentucky-Indiana Regional Council of Governments (hereafter referred to as OKI) is the officially designated Metropolitan Planning Organization (MPO) for nearly 200 communities in its eight-county, three-state region; and

WHEREAS, both the Americans with Disabilities (ADA) Act of 1990 and Section 504 of the Rehabilitation Act of 1973 address the needs of individuals with disabilities, and prohibits the discrimination of individuals with disabilities to participate in employment opportunities, public services, public accommodations and telecommunication; and

WHEREAS, OKI developed the Title II Self-Evaluation & Transition Plan to outline compliance with ADA standards/requirements in the transportation planning process as well as physical accommodations related to the accessibility of public buildings and MPO data/meetings; and

WHEREAS, the Title II Self-Evaluation & Transition Plan also outlines the grievance procedure of OKI to document, report, and address Title II complaints concerning the transportation planning process; and

WHEREAS, OKI remains committed to the proposition that no person shall, on the grounds of race, color, national origin, sex, age, religion, disability/impairment, or income status, be denied benefits of or be otherwise subjected to discrimination under any program or activity (as prescribed by Title VI of the Civil Rights Act of 1964, and subsequent nondiscrimination laws and executive orders); and

WHEREAS, the Title II Self-Evaluation & Transition Plan was made available for a public review/comment period, which began August 19, 2022 and ended September 7, 2022, and has also been reviewed and approved by the MPO Intermodal Coordinating Committee (ICC) and the MPO Executive Committee; Now, Therefore,

BE IT RESOLVED, that the Executive Committee at its regularly scheduled meeting on September 8, 2022 does hereby adopt the OKI Title II Self-Evaluation & Transition Plan.

DAVID PAINTER, President

9/8/22
fjp

ITEM #5:

**TIER 11 GROUP TRANSIT ASSET
MANAGEMENT PERFORMANCE PLAN
(TAM) AND TAM PERFORMANCE
MEASURES AND TARGETS**

RESOLUTION OKI 2022-23

ITEM #5: ADOPTION OF THE TIER II GROUP TRANSIT ASSET MANAGEMENT PERFORMANCE PLAN (TAM) AND TAM PERFORMANCE MEASURES AND TARGETS

DESCRIPTION: Resolution 2022-23 approving a TIER II Group Transit Asset Management (TAM) plan and adopting TAM performance measures and targets.

BACKGROUND: Congress passed the Moving Ahead for Progress in 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act that mandates States, under Federal Rule 23 CFR 490, to establish a performance and outcome-based program for transportation decisions.

As the designated MPO, OKI is responsible for setting through a collaborative process, TAM performance targets and measures for the Public Transit Agencies in the OKI Region in accordance with 49 CFR 625.33 and, as the designated recipient for 5310 funds, OKI is also responsible for developing a Tier II Group TAM Plan that includes an inventory of capital assets, condition assessment, identification of decision support tools or processes and investment prioritization for performance targets for sub recipients of FTA 5310 funds in the OKI Region.

OKI conducted Transit Asset Management and State of Good Repair planning processes with both the Public Transit Agencies and 5310 sub recipients in the region to inventory assets and develop the TAM Plan Performance Management Targets and Measures to advance safe and reliable transit service in the OKI region.

OKI has collaborated and coordinated with local, state and federal agencies including ODOT, KYTC, INDOT and FHWA, the Transit Authority of Northern Kentucky (TANK), Butler County Regional Transit Authority (BCRTA), City of Cincinnati Streetcar, Warren County Transit System (WCTS), Clermont Transit Connection (CTC), the Southwest Ohio Regional Transit Authority (SORTA), the 5310 Oversight Team and the OKI Intermodal Coordinating Committee (ICC) has recommended regional TAM performance targets and measures.

AUTHORITY 23 CFR 490

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-23

EXHIBIT: Resolution OKI 2022-23, OKI Group TAM Plan and Attachment 1 – Transit Asset Management Performance Target Tables

**RESOLUTION
OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
ADOPTION OF TIER II GROUP TRANSIT ASSET MANAGEMENT (TAM) PLAN AND ADOPTING TAM
PERFORMANCE MEASURES AND TARGETS**

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) and in cooperation with locally elected officials and area transit providers in the OKI region; and

WHEREAS, Congress passed the Moving Ahead for Progress in 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Act that mandates States, under Federal Rule 23 CFR 940, to establish a performance and outcome based program for transportation decisions; and

WHEREAS, as the designated MPO, OKI is responsible for setting through a collaborative process, TAM performance measures and targets for the Public Transit Agencies in the OKI Region in accordance with 49 CFR 625.33; and

WHEREAS, as the designated recipient for 5310 funds, OKI is also responsible developing a Group TAM Plan and for setting through a collaborative process, performance measures and targets for subrecipients of FTA 5310 funds in the OKI Region; and

WHEREAS, OKI conducted Transit Asset Management and State of Good Repair planning processes with both the Public Transit Agencies and 5310 subrecipients in the region to develop the TAM Plan Performance Management Measures and Targets to advance safe and reliable transit service in the OKI region; and

WHEREAS, the OKI Oversight Team has recommended Performance Targets and Measures for 5310 funded vehicles and equipment; and

WHEREAS, through the OKI Intermodal Coordinating Committee (ICC), OKI has collaborated and coordinated with local, state and federal agencies including ODOT, KYTC, INDOT and FHWA, The Transit Authority of Northern Kentucky (TANK), Butler County Regional Transit Authority (BCRTA), City of Cincinnati Streetcar, Warren County Transit System (WCTS), Clermont Transit Connection (CTC), the Southwest Ohio Regional Transit Authority (SORTA) and the ICC has recommended regional TAM performance measures and targets; and

WHEREAS, the TAM Performance Measure Targets adopted by the States are included in the table attached to this resolution; Now, Therefore,

BE IT RESOLVED that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on September 8, 2022, adopts the Transit Asset Management Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward accomplishment of TAM Performance Measure Targets.

BE IT FURTHER RESOLVED that the OKI TIP and Plan are hereby amended to incorporate these TAM performance targets.

BP
9/8/22

David Painter, PRESIDENT

OKI Group Transit Asset Management Performance Targets for the OKI Region

Asset Category - Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU - Cutaway Bus	5%	5%	5%	5%	5%
	MV - Mini-van	10%	10%	10%	10%	10%
	VN - Van	25%	25%	25%	25%	25%
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%	25%	25%	25%	25%
	Trucks and other Rubber Tire Vehicles	50%	50%	50%	50%	50%

Public Transit TAM Performance Targets for the OKI Region

Regional Transit Performance Measures & Targets		
Asset Category	Performance Measure	REGION
Rolling Stock (<i>All revenue vehicles</i>)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	15%
Equipment (<i>Non-revenue vehicles</i>)	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	50%
Facilities (<i>All buildings or structures</i>)	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	5%
Infrastructure (<i>Streetcar Track</i>)	Percentage of Track segments with performance restrictions by class	10%

ITEM #6:

**ADOPTION OF OKI CMAQ FULL PERFORMANCE
REPORT FOR THE STATES OF OHIO, KENTUCKY
AND INDIANA**

RESOLUTION OKI 2022-24

ITEM #6: ADOPTION OF THE OKI CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FULL PERFORMANCE REPORT FOR THE STATES OF OHIO, KENTUCKY AND INDIANA

DESCRIPTION: The attached exhibit, in resolution form, describes the specific action proposed.

BACKGROUND: The current federal transportation law, the Fixing America's Surface Transportation (FAST) Act, was enacted in December 2015. The FAST Act continues MAP-21 provisions on using performance-based approaches in transportation planning. States and MPOs must establish transportation performance measures and targets for certain goal areas, including safety, infrastructure condition, and congestion and system performance.

OKI is responsible for preparing a CMAQ Full Performance Report to address specific transportation congestion and system performance measures and targets. This Plan is an element of the Ohio Department of Transportation, Kentucky Transportation Cabinet, and Indiana Department of Transportation statewide CMAQ Performance reports for the full performance period. The performance plan addresses the progress of two and four-year congestion performance measures and targets during the full performance period, for three areas: annual peak hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle (Non-SOV) urbanized area travel, and emissions (NOx, VOC, PM2.5) reductions from CMAQ projects.

AUTHORITY: 23 CFR, §490.107(c).

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-24

EXHIBIT: Resolution (OKI 2022-24) Concerning Adoption of the Congestion Mitigation and Air Quality (CMAQ) Full Performance Report.

RESOLUTION

OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS

ADOPTION OF THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FULL PERFORMANCE REPORT
FOR THE STATES OF OHIO, KENTUCKY AND INDIANA

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) and in cooperation with locally elected officials in the OKI region; and

WHEREAS, Congress passed the Fixing America's Surface Transportation (FAST) Act that mandates States, under Federal Rule 23 CFR 940, to establish a performance and outcome based program for transportation decisions; and

WHEREAS, a national goal has been established to achieve reduced traffic congestion and associated emissions on the National Highway System (NHS); and

WHEREAS, the Congestion Performance Management Measures regulations support the CMAQ Performance Plan, and require State DOTs and MPOs to assess the progress of two and four-year Congestion Performance Measures and Targets during the full performance period, for three areas: annual peak hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle (Non-SOV) urbanized area travel, and emissions (NOx, VOC, PM2.5) reductions from CMAQ projects; and

WHEREAS, MPOs are required to submit to State DOTs, a CMAQ Performance Plan, that is included in each State's Full Performance Period Progress Report; and

WHEREAS, ODOT, KYTC and INDOT formally report their Congestion Performance Management Measures Targets to the Federal Highway Administration (FHWA) in their Full Performance Period Progress Report; and

WHEREAS, the four-year progress of the Congestion Performance Management Measures and their Targets adopted by the States and MPOs are included in the tables attached to this resolution; and

WHEREAS, through the Performance Based Planning subcommittee of the OKI Intermodal Coordinating Committee (ICC), OKI has collaborated and coordinated with local, state and federal agencies including ODOT, KYTC, INDOT and FHWA, and the ICC has recommended adoption of the CMAQ Full Performance Report; Now, Therefore,

BE IT RESOLVED that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on September 8, 2022 concur and support the adoption of the CMAQ Full Performance Report and by agreeing to plan and program projects so that they contribute toward accomplishment of each State's Congestion Performance Measure Targets.

9/8/22

David Painter, PRESIDENT

Traffic Congestion Measures: Peak Hour Excessive Delay (PHED)	
Measure	Metric (annual hours per person)
2017 Baseline PHED	8.7
2020 2-Year PHED Target	N/A
2022 4-Year PHED Target	< 12.0
Actual 4-Year Statistics	
2018	11.5
2019	8.6
2020	5.1
2021	6.8

Traffic Congestion Measures: Non-Single Occupancy Vehicle (Non-SOV) Travel	
Measure	Metric (% of total travel modes)
2017 Baseline	17.60%
2-Year Target	≥ 17.4%
4-Year Target	≥ 17.4%
Actual 4-Year Statistics	
2018	17.70%
2019	17.60%
2020	18.06%
2021	20.00%

On-Road Mobile Source Emissions (kg/day)				
Measure	State	NOx	VOC	PM2.5
2014-2017 Baseline	Indiana	N/A	N/A	N/A
	Kentucky	33.4	4.93	2.91
	Ohio	309.24	61.65	13.22
2020 2-Year Target	Indiana	1,600	1,600	20
	Kentucky	100	100	N/A
	Ohio	537	69	36
2022 4-Year Target	Indiana	2,200	2,600	30
	Kentucky	36	48	N/A
	Ohio	537	69	36
Actual 4-Year Statistics				
2018	Indiana	0	0	0
	Kentucky	0	0	0
	Ohio	132.34	12.74	4.08
2019	Indiana	0	0	0
	Kentucky	0.21	0.4	0
	Ohio	14.53	3.13	0.36
2020	Indiana	0	0	0
	Kentucky	0	0	0
	Ohio	22.86	7.491	1.991
2021	Indiana	0	0	0
	Kentucky	4.13	2.95	0.67
	Ohio	78.07	4.50	1.46

ITEM #7:

**ADOPTION OF PERFORMANCE MEASURES AND
CMAQ BASELINE PERFORMANCE PLAN FOR
THE STATES OF OHIO AND KENTUCKY**

RESOLUTION OKI 2022-25

ITEM #7: ADOPTION OF TRANSPORTATION INFRASTRUCTURE AND CONGESTION PERFORMANCE TARGETS AND CMAQ BASELINE PERFORMANCE PLAN FOR THE STATES OF OHIO AND KENTUCKY

DESCRIPTION: The attached exhibit, in resolution form, describes the specific action proposed.

BACKGROUND: The Fixing America’s Surface Transportation (FAST) Act mandates States and MPOs establish a performance and outcome based program for transportation decision making. Targets for twelve performance measures in the categories of infrastructure and congestion are required; percent of interstates in good condition, percent of interstates in poor condition, percent of non-interstates in good condition, percent of non-interstates in poor condition, percent of NHS bridges in good condition, percent of NHS bridges in poor condition, percent of reliable interstate miles traveled, percent of reliable non-interstate miles traveled, interstate truck travel time index, annual hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle (Non-SOV) urbanized area travel, and emissions (NOx, VOC, PM2.5) reductions from CMAQ projects. Targets for MPOs have 180 days following the establishment and reporting of the state targets to make a decision regarding whether to support each state’s targets or to establish their own. The resolution states OKI’s support of the state’s Infrastructure and Congestion Performance Measure Targets, adoption of a CMAQ Baseline Performance Plan establishing new CMAQ Performance Measure targets, as well as establishes the collaborative targets, and OKI agrees to plan and program projects so that they contribute toward accomplishment of the state’s Infrastructure and Congestion Performance Measure Targets.

Prior to presentation to the Board of Directors, the proposed action was considered by the Intermodal Coordinating Committee. The Intermodal Coordinating Committee makes a recommendation to the Board of Directors.

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-25

EXHIBIT: Resolution (OKI 2022-25) concerning support of transportation infrastructure and congestion performance targets and CMAQ Baseline Performance Plans for the states of Ohio and Kentucky.

RESOLUTION**OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS****ADOPTION OF INFRASTRUCTURE AND CONGESTION PERFORMANCE TARGETS AND CMAQ BASELINE
PERFORMANCE PLAN FOR THE STATES OF OHIO AND KENTUCKY**

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) and in cooperation with locally elected officials in the OKI region; and

WHEREAS, Congress passed the Moving Ahead for Progress in 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Act that mandates States, under Federal Rule 23 CFR 940, to establish a performance and outcome based program for transportation decisions; and

WHEREAS, national goals have been established to achieve improved transportation infrastructure conditions and to reduce traffic congestion and associated emissions on the National Highway System (NHS); and

WHEREAS, the Infrastructure and Congestion Performance Management Measures regulations support the Transportation Asset Management Plan and CMAQ Performance Plan, and require State DOTs and MPOs to set Infrastructure and Congestion Performance Measure Targets, which apply to both NHS interstates and non-interstates, for 12 areas; percent of interstates in good condition, percent of interstates in poor condition, percent of non-interstates in good condition, percent of non-interstates in poor condition, percent of NHS bridges in good condition, percent of NHS bridges in poor condition, percent of reliable interstate miles traveled, percent of reliable non-interstate miles traveled, interstate truck travel time index, annual hours of excessive delay per capita (PHED), percent of non-single occupancy vehicle (Non-SOV) urbanized area travel, and emissions (NOx, VOC, PM2.5) reductions from CMAQ projects; and

WHEREAS, MPOs have 180 days following the establishment of the State targets to make a decision regarding whether to support the state targets or to establish their own; and

WHEREAS, ODOT and KYTC formally reported their Infrastructure and Congestion Performance Measure Targets to the Federal Highway Administration (FHWA) in their Transportation Asset Management Plans and CMAQ Baseline Performance Plans, and will establish new Infrastructure and Congestion Performance Measure Targets periodically; and

WHEREAS, the Infrastructure and Congestion Performance Measure Targets adopted by the States are included in the table attached to this resolution and accompanied by their CMAQ Baseline Performance Plan; and

WHEREAS, through the Performance Based Planning subcommittee of the OKI Intermodal Coordinating Committee (ICC), OKI has collaborated and coordinated with local, state and federal agencies including ODOT, KYTC and FHWA, and the ICC has recommended that OKI support the state's Infrastructure and Congestion Performance Measure Targets; Now, Therefore,

BE IT RESOLVED that the Executive Committee the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on September 8, 2022 concur and support the state's Infrastructure and Congestion Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward accomplishment of each state's Infrastructure and Congestion Performance Measure Targets.

David Painter, PRESIDENT

OKI Supported State Infrastructure and Congestion Targets 2022

CATEGORY	MEASURES	TARGETS			
		ODOT		KYTC	
		2 Year	4 Year	2 Year	4 Year
PM2 - INFRASTRUCTURE	% of Int. Pavements in Good Condition		55.0%		50.0%
	% of Int. Pavements in Poor Condition		1.0%		3.0%
	% of Non-Int. Pavements in Good Condition	40.0%	40.0%	35.0%	35.0%
	% of Non-Int. Pavements in Poor Condition	2.0%	2.0%	6.0%	6.0%
	% of NHS Bridges in Good Condition	55.0%	55.0%	35.0%	35.0%
	% of NHS Bridges in Poor Condition	3.0%	3.0%	3.7%	3.2%
PM3 - SYSTEM PERFORMANCE	% of Reliable Int. Miles Traveled	85.0%	85.0%	93.0%	93.0%
	% of Reliable Non-Int. Miles Traveled		80.0%		82.5%
	Int. Truck Travel Time Reliability Index	1.5	1.5	1.25	1.25
	Annual Hours of Excessive Delay Per Capita	9	9	9	9
	% of Non-SOV Urbanized Area Travel	18.5%	18.5%	18.5%	18.5%
	VOC Total Emission Reduction (kg/day)	60	60	100	200
	NOx Total Emission Reduction (kg/day)	250	250	100	200
	PM 2.5 Total Emission Reduction (kg/day)	30	30		

ITEM #8:

**2022 UPDATE TO THE OKI REGIONAL ITS
ARCHITECTURE AND STRATEGIC PLAN**

RESOLUTION OKI 2022-26

ITEM #8: ADOPTION OF THE 2022 UPDATE TO OKI REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) ARCHITECTURE AND STRATEGIC PLAN

BACKGROUND: Intelligent Transportation Systems (ITS) are electronics, communications, and information processing used singly or integrated to improve the efficiency or safety of surface transportation. An ITS Architecture defines how systems functionally operate and the interconnection of information exchanges that must take place between these systems to accomplish transportation services. The OKI 2022 ITS Architecture Update and Strategic Plan Project was undertaken to provide OKI with an updated regional plan and architecture for ITS projects. This ITS plan and architecture will provide OKI and other agencies with tools to ensure that the planning, deployment and integration of ITS systems throughout the region is done with a common framework through ITS architecture and standards development. It will also ensure that the region remains in compliance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requirements for development of ITS projects.

DESCRIPTION: The architecture defines possible integration opportunities between agencies and identifies how cooperation between the agencies in the deployment of ITS systems can be used to satisfy transportation needs. By defining what currently exists in the area of ITS deployments, the regional ITS architecture can be used to identify gaps in needed ITS services and can identify how these gaps might be addressed. The architecture can then be used to efficiently structure implementations of ITS technologies. By creating a plan for the implementation of these systems and technologies, agencies can prepare for future expansion, identify standard interfaces, and leverage funding.

The following components were developed as part of this project:

- OKI Regional ITS Architecture Documentation
- OKI Regional ITS Architecture RAD-IT Database
- Strategic Plan Framework
- Components for OKI Regional ITS Architecture Website (<https://its.oki.org/>)

ACTION

RECOMMENDED: Approval of Resolution OKI 2022-26

EXHIBIT: Resolution OKI 2022-26

RESOLUTION

**OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS**

**CONCERNING THE ADOPTION OF THE 2022 UPDATE TO THE
OKI REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
ARCHITECTURE AND STRATEGIC PLAN**

WHEREAS, an Intelligent Transportation Systems (ITS) Architecture defines how electronic, communication and information systems functionally operate and interconnect through information exchanges to promote efficient and safe surface transportation; and

WHEREAS, an Intelligent Transportation Systems (ITS) Strategic Plan provides OKI with an updated regional plan for ITS projects; and

WHEREAS, the OKI Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan was updated in August 2022; and

WHEREAS, 23 CFR 940 of the United States Code requires that all ITS projects funded through the Highway Trust Fund be in conformance with the National ITS Architecture and applicable standards; and

WHEREAS, this conformance has been accomplished through the development and update of the OKI Regional ITS Architecture, in consultation with area stakeholders, and directly addresses all elements of the National ITS Architecture; and

WHEREAS, ITS projects in the region shall conform to the regional architecture, and ITS planning and programming shall be consistent with OKI's transportation planning process; and Now, Therefore,

BE IT RESOLVED, that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its public meeting of September 8, 2022 adopts the 2022 Update to the OKI Regional ITS Architecture and Strategic Plan.

David Painter, PRESIDENT

ITEM #10:

**AMENDMENT #15 TO THE OKI FY2021-2024
TRANSPORTATION IMPROVEMENT
PROGRAM**

RESOLUTION OKI 2022-27

**ITEM #10: AMENDMENT #15 OF THE OKI FISCAL YEARS 2021-2024
TRANSPORTATION IMPROVEMENT PROGRAM**

DESCRIPTION: The attached exhibit, in resolution form, describes the specific revision proposed.

BACKGROUND: OKI is responsible for preparing biennially a four-year program of projects in this region that will make use of available Federal-Aid Highway funds and Federal Transit Administration funds. Inclusion in this program is a prerequisite for such federal assistance. Because the scope, cost, and timing of the included projects are subject to change, and because new projects are continually being developed, the TIP is periodically amended as needed.

The amendment reflected in the proposed resolution includes funding changes to one highway project in Ohio. In Indiana, the amendment adds a county bridge inspection project and makes funding changes to one highway project. In Kentucky, the transit amendment deletes ten TANK projects and adds two TANK projects. All projects are exempt from air quality conformity requirements.

Prior to presentation to the Executive Committee, the proposed amendment is posted to the OKI website for at least 14 days and public comments are accepted. Staff presents the amendment to the Intermodal Coordinating Committee (ICC), the ICC considers the issue, and makes a recommendation to Executive Committee. Any public comments will be presented to the Executive Committee prior to scheduled action.

AUTHORITY: 23 CFR, §450.324.

FUNDING: The fiscally constrained items proposed for the amendment have an associated funding amount and source specified. Staff has determined that there is adequate funding available, or anticipated to be available, and the funding amounts are shown in year of expenditure figures for this project.

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-27

EXHIBIT: Resolution (OKI 2022-27) Concerning Amendment #15 of the OKI Fiscal Years 2021-2024 Transportation Improvement Program.

RESOLUTION

OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING AMENDMENT #15 OF THE
FISCAL YEARS 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) and in cooperation with locally elected officials in the OKI region; and

WHEREAS, the Intermodal Coordinating Committee (ICC), as the technical advisory committee to OKI, has reviewed and recommended the projects and phases listed in the resolution and recommend that they be amended into the Transportation Improvement Program (TIP); and

WHEREAS, all federally funded transit and highway projects in the Ohio Counties of Butler, Clermont, Hamilton and Warren, the Kentucky Counties of Boone, Campbell and Kenton and the Indiana County of Dearborn must be included in the TIP prior to the expenditure of federal funds and be listed with year of expenditure dollars; and

WHEREAS, the amendments are consistent with the *OKI 2050 Metropolitan Transportation Plan* as amended on January 13, 2022 and the OKI Regional ITS Architecture adopted on September 8, 2022; and

WHEREAS, all projects included in *Amendment 15 – Fiscal Years 2021-2024 Transportation Improvement Program* are exempt from transportation conformity requirements for air quality; and

WHEREAS, the opportunity for public participation has been provided per OKI's Public Participation Plan; and

WHEREAS, the environmental justice impacts of these amendments have been considered with "Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations"; and

WHEREAS, this amendment will result in a TIP that remains fiscally constrained: Now, Therefore,

BE IT RESOLVED that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting on September 8, 2022 hereby amends the Fiscal Years 2021 – 2024 Transportation Improvement Program as shown in the attached Amendment #15 project tables:

DAVID PAINTER, PRESIDENT

PROPOSED ACTIONS - Amendment #15 September 8, 2022

TIP ID	MTP ID	Facility	Location	Description	AQ conformity Programmed costs			Sponsor	Award/ Let Date	
					FY 21	FY 22	FY 23			FY 24
Ohio										
Warren County										
110419	O/M	WAR US42/SR63 10.62/5.26	Within Lebanon city limits	FY23 Urban Paving on US 42 and SR 63	Exempt	Lebanon	FY23			
				OKI-STBG	CO	0	0	1,271,243	0	0
				Federal Preservation	CO	0	0	2,469,141	previously \$1,590,287	0
				Local	CO	0	0	1,485,649	previously \$1,218,990	0
Indiana										
Dearborn County										
1800225	O/M	US 50	At the intersection of Front Street in Dillsboro	Intersection improvement with added turn lanes	Exempt	INDOT	4Q23			
				NHPP	PE	0	0	0	0	0
				State	PE	0	0	0	0	0
				NHPP	CO	0	0	2,168,767	previously \$921,620	0
				State	CO	0	0	542,192	previously \$230,405	0
2101783	O/M	County Bridge Inspections	Dearborn County	Countywide bridge inspections in Dearborn County	Exempt	Dearborn County	FY23			
				Local Bridge	PE	0	0	138,316	11,676	87,144
				Local	PE	0	0	34,579	2,919	21,786

O/M - Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See OKI 2050 MTP, <http://2050.oki.org> .

TRANSIT - PROPOSED ACTIONS - Amendment #15 September 8, 2022

Project Description

FY	TIP ID	FTA ALI Code	Type	Project Name	Quantity	Air Quality	Fund Type	Programmed cost
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Transit Authority of Northern Kentucky

2023	202301	11.12.01	Capital	TANK FY23 Bus Purchase	7	Exempt	40' Diesel buses	
Delete Project							5307 - Urban Formula	2,240,000
							KYTC Match/TDC	280,000
							Other Local	280,000
							Total Project Cost:	\$2,800,000

2023	202302	11.12.04	Capital	TANK FY23 Bus Purchase	5	Exempt	<30' Diesel buses (Shuttle)	
Delete Project							5307 - Urban Formula	504,000
							KYTC Match/TDC	63,000
							Other Local	63,000
							Total Project Cost:	\$630,000

2023	202304	11.12.40	Capital	FY23 Associated Capital Vehicle Equipment		Exempt	Associated Capital Vehicle Equipment	
Delete Project							5307 - Urban Formula	80,000
							KYTC Match/TDC	10,000
							Other Local	10,000
							Total Project Cost:	\$100,000

2023	202305	11.42.11	Capital	FY23 Supervisor vehicle	1	Exempt	Supervisor vehicle	
Delete Project							5307 - Urban Formula	21,600
							KYTC Match/TDC	2,700
							Other Local	2,700
							Total Project Cost:	\$27,000

2023	202312	11.92.02	Capital	FY23 Transit enhancements		Exempt	Transit enhancements	
Delete Project							5307 - Urban Formula	80,000
							KYTC Match/TDC	10,000
							Other Local	10,000
							Total Project Cost:	\$100,000

2023	202313	11.42.06	Capital	FY23 Shop Equipment		Exempt	Shop Equipment	
Delete Project							5307 - Urban Formula	24,000
							KYTC Match/TDC	3,000
							Other Local	3,000
							Total Project Cost:	\$30,000

2023	202314	11.42.07	Capital	FY23 IT Hardware		Exempt	IT Hardware	
Delete Project							5307 - Urban Formula	40,000
							KYTC Match/TDC	5,000
							Other Local	5,000
							Total Project Cost:	\$50,000

2023	202316	11.42.09	Capital	FY23 Security Improvements		Exempt	Security Improvements	
Delete Project							5307 - Urban Formula	40,000
							KYTC Match/TDC	5,000
							Other Local	5,000
							Total Project Cost:	\$50,000

TRANSIT - PROPOSED ACTIONS - Amendment #15 September 8, 2022

Project Description

FY	TIP ID	FTA ALI Code	Type	Project Name	Quantity	Air Quality	Fund Type	Programmed cost
2023	202318	11.44.03	Capital	FY23 Renovate Admin. Facility		Exempt	Renovate Admin. Facility	
							5307 - Urban Formula	40,000
							KYTC Match/TDC	5,000
							Other Local	5,000
							Total Project Cost:	\$50,000
2023	202319	11.7D.02	Capital	FY23 Employee education/training		Exempt	Employee education/training	
							5307 - Urban Formula	16,000
							KYTC Match/TDC	2,000
							Other Local	2,000
							Total Project Cost:	\$20,000
2023	202321	30.09.00	Operating	FY23 Operating Assistance (County Contribution)	0	Exempt	Operating	
							Local	16,956,710
							Total Project Cost:	\$16,956,710
2023	202323	11.42.08	Capital	FY23 Acquisition, ADP Software	0	Exempt	Acquisition, ADP Software	
							5307 - Urban Formula	54,434
							KYTC Match	13,609
							Total Project Cost:	\$68,043

ITEM #11:

**PROPOSED AMENDMENT #47 TO OKI'S WATER
QUALITY MANAGEMENT PLAN**

RESOLUTION OKI 2022-28

ITEM #11:

PROPOSED AMENDMENT #47 TO OKI'S WATER QUALITY MANAGEMENT PLAN – HAMILTON/FAIRFIELD/ BUTLER COUNTY UPPER MILL CREEK FPAS

BACKGROUND:

OKI completed the original Regional Water Quality Management Plan in 1977 (WQM Plan), as called for by Section 208 of the Clean Water Act. Amendments to the plan are needed periodically to reflect changing circumstances. Amendment #47 has been prepared to update wastewater facility planning area boundaries and management agency designations for the City of Hamilton, the City of Fairfield, and Butler County in the Kiesel Business Park Development.

Amendment #47 will adjust the Facility Planning Area (FPA) boundaries for the City of Fairfield, City of Hamilton, and the Upper Mill Creek in the Kiesel Business Park area to reflect the reality on the ground. Portions of the Kiesel Business Park that are currently designated as part of the Hamilton and Fairfield FPAs and within their municipal boundaries collect and send their waste to the neighboring Upper Mill Creek Water Reclamation Facility (WRF) for treatment. All three jurisdictions established this system through an intergovernmental agreement in the 1980's.

The amendment would move the areas being served by the Upper Mill Creek WRF from their current FPAs to the Upper Mill Creek FPA to accurately reflect this intergovernmental agreement. It would also identify the cities of Hamilton and Fairfield as sources of flow as well as designated management agencies (DMAs) for collection in the Upper Mill Creek FPA section of Chapter 7 of the WQM Plan.

OKI staff recommends that the WQM Plan be amended to designate the City of Hamilton and the City of Fairfield as the designated wastewater management (DMA) agencies to construct, maintain, and operate wastewater collection in the portion of their jurisdictions being served by Butler County for treatment through the Upper Mill Creek FPA and Butler County Water and Sewer the DMA for treatment in the areas shown on the map provided on OKI's website www.oki.org. The text of the plan amendment is provided in the attached resolution along with a map of the proposed Hamilton/Fairfield/Upper Mill Creek facility planning areas.

ACTION RECOMMENDED: Adoption of Resolution OKI 2022-28

EXHIBITS:

Resolution OKI 2022-28
Intergovernmental Agreements between Hamilton, Fairfield, and Butler County with maps of amendment area and Upper Mill Creek FPA description

**RESOLUTION
OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS (OKI)**

**CONCERNING AMENDMENT #47 TO
OKI'S REGIONAL WATER QUALITY MANAGEMENT (WQM) PLAN**

WHEREAS, the governor of Ohio has designated OKI as the agency to carry out the planning requirements of Section 208 of the Federal Water Pollution Control Act Amendments of 1972 for Butler, Clermont, Hamilton, and Warren Counties in Ohio, and

WHEREAS, OKI has prepared a regional water quality management plan in accordance with applicable law, and

WHEREAS, OKI's Executive Committee adopted OKI's regional WQM Plan at its public meeting of February 23, 1978, and

WHEREAS, it is recognized that the regional WQM plan represents a dynamic planning process which needs to be amended from time to time to accommodate and reflect the ever changing circumstances resulting from urban activities and stemming from local, state, and federal policies and/or directives, Now, Therefore,

BE IT RESOLVED, that OKI's Executive Committee at its regular public meeting of September 8, 2022 amends OKI's WQM Plan to permit:

1. Updating boundaries for wastewater facility planning areas (FPAs) in south central Butler County to adjust the boundaries of the Hamilton, Fairfield, and Upper Mill Creek facility planning areas (FPAs) as shown on the associated map to align with intergovernmental agreements between the cities and the County, thereby enabling water quality to be protected and maintained through the provision of timely wastewater treatment improvements; and
2. Updating wastewater management agency designations as follows:
 - Designating the City of Hamilton and the City of Fairfield as the wastewater management agencies to construct, maintain, and operate wastewater collection in the portion of their jurisdictions being served by Butler County for treatment through the Upper Mill Creek FPA and
 - Designating Butler County Water and Sewer the wastewater management agency for treatment in these areas.

David L. Painter, PRESIDENT

ITEM #12:

UPDATE TO THE TITLE VI PLAN

RESOLUTION OKI 2022-29

ITEM #12

UPDATE TO THE OKI TITLE VI PLAN

DESCRIPTION:

The OKI Title VI Plan describes the program and activities implemented by staff to ensure that OKI meets the legal requirements and responsibilities of the U.S. Department of Transportation (USDOT) as a recipient of Federal financial assistance. The Plan also includes maps identifying the location of Minority and Non-Minority Population groups, the location of Transit Service Areas and the location of Transportation Improvement Projects (TIP) in OKI's 8-county region and a copy of the OKI Participation Plan.

BACKGROUND:

OKI staff regularly reviews the Title VI Plan to ensure equal opportunity to all persons to the end that no person in the United States shall, on the grounds of race, color, sex, disability, age, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the U.S. Department of Transportation.

**ACTION
RECOMMENDED:**

Adoption of Resolution OKI 2022-29 Update to the OKI Title VI Plan.

RESOLUTION

OF THE EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS

UPDATE TO THE OKI TITLE VI PLAN

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments has adopted a Title VI Plan that meets the legal requirements and responsibilities of the U.S. Department of Transportation (USDOT) as a recipient of Federal financial assistance; and

WHEREAS, the Title VI Plan continues to be reviewed by OKI staff on an on-going basis to ensure consistency with federal regulations and guidelines; and

WHEREAS, the update is consistent with USDOT guidance; Now, Therefore,

BE IT RESOLVED, that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of September 8, 2022, hereby approves the update to the OKI Title VI Plan as recommended by OKI staff.

DAVID PAINTER, PRESIDENT

fp
9/8/22