

OKI FY 2011 UNIFIED PLANNING WORK PROGRAM



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April 6, 2010

RESOLUTION
OF THE BOARD OF DIRECTORS
OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
CONCERNING APPROVAL OF THE
OKI UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2011

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments has prepared a Unified Planning Work Program for Fiscal Year 2011 in defining a scope of work to meet the needs of this region for which funding can be sought from the United States Department of Transportation, the State of Ohio, the Commonwealth of Kentucky and the State of Indiana; and

WHEREAS, the Unified Planning Work Program for Fiscal Year 2011 has been reviewed by appropriate state and federal agencies; and

WHEREAS, the Unified Planning Work Program for Fiscal Year 2011 hereby certifies that all requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process have been met; therefore

BE IT RESOLVED, that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 8, 2010, hereby approves the OKI Unified Planning Work Program for Fiscal Year 2011.



STEVE PENDERY, PRESIDENT

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Introduction



INTRODUCTION

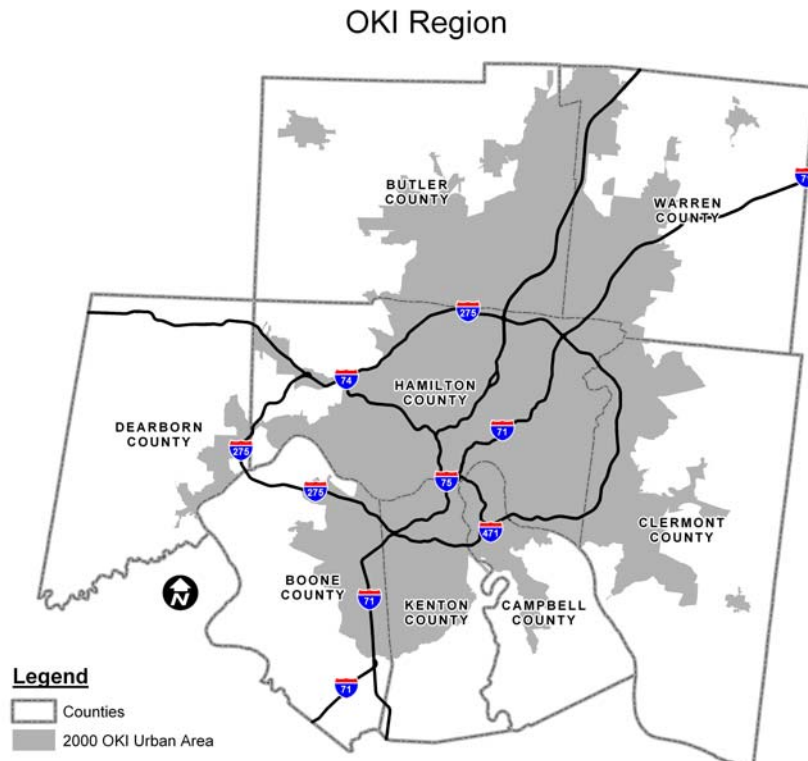
INTRODUCTION

The Fiscal Year 2011 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2010 and ending June 30, 2011. This document illustrates the relationship between adopted goals, objectives and program activities. It outlines the general nature of these program elements, which are summarized by general categories, and are referenced to specific projects by project number. Funding for development of this document is spread among the various programs. Also included in this document is the agency prospectus which provides the framework for the remainder of the document and consolidates key interagency agreements according to OKI by-laws.

Primarily a management tool for planning and coordination, the UPWP provides the basis for cataloging and integrating OKI's activities into general categories. It delineates the programmatic and fiscal relationships essential for internal planning and programming.

STUDY AREA

The OKI region embraces an area of 2,636 square miles, with a population of 1,886,650 (Census 2000) in Butler, Clermont, Hamilton and Warren counties in the State of Ohio; Boone, Campbell and Kenton counties in the Commonwealth of Kentucky; and Dearborn County in the State of Indiana. The OKI region is part of the 15-county Cincinnati-Middletown, OH-KY-IN Metropolitan Statistical Area (June 2003 definition) with a population of 2,009,632 (Census 2000).



PLANNING PRIORITIES

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

Unified Planning Work Program (UPWP) (Update Schedule: Yearly; Next Update: May 2011)

This document, prepared annually by OKI in cooperation with local and state officials, transit agencies and others, documents all planning activities anticipated during the fiscal year regardless of funding sources, while incorporating the comprehensive intermodal planning process. This continuous planning process is responsive to the needs of the local area and to the changes occurring in the region for which current data concerning land use, travel and transportation facilities must be continuously maintained.

OKI Regional Transportation Plan (RTP) (Update Schedule: every four years; Next Update: June 2012)

The OKI Board of Directors adopted the OKI 2030 Regional Transportation Plan on June 12, 2008. The Plan is amended as necessary. The Plan meets all the requirements of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning regulations. A region that has adopted a Plan that is SAFETEA-LU compliant plan is permitted by the regulations to switch from a three year Plan update cycle to a four year cycle. OKI has moved to a four year cycle. The Plan serves as a blueprint for transportation projects in the region through the year 2030. It addresses future needs created by growth and development. At the same time, it responds to SAFETEA-LU and Clean Air Act requirements that call for mitigating congestion, addressing air quality and other environmental, social and financial issues.

This Plan meets federal regulations in that it is constrained fiscally and with regard to mobile source emissions (air quality). An expanded section related to community impacts and environmental justice is included. As in the previous Plan, this Plan provides the framework for corridor studies and other initiatives.

Transportation Improvement Plan (TIP) (Update Schedule: every two years; Next Update: tbd)

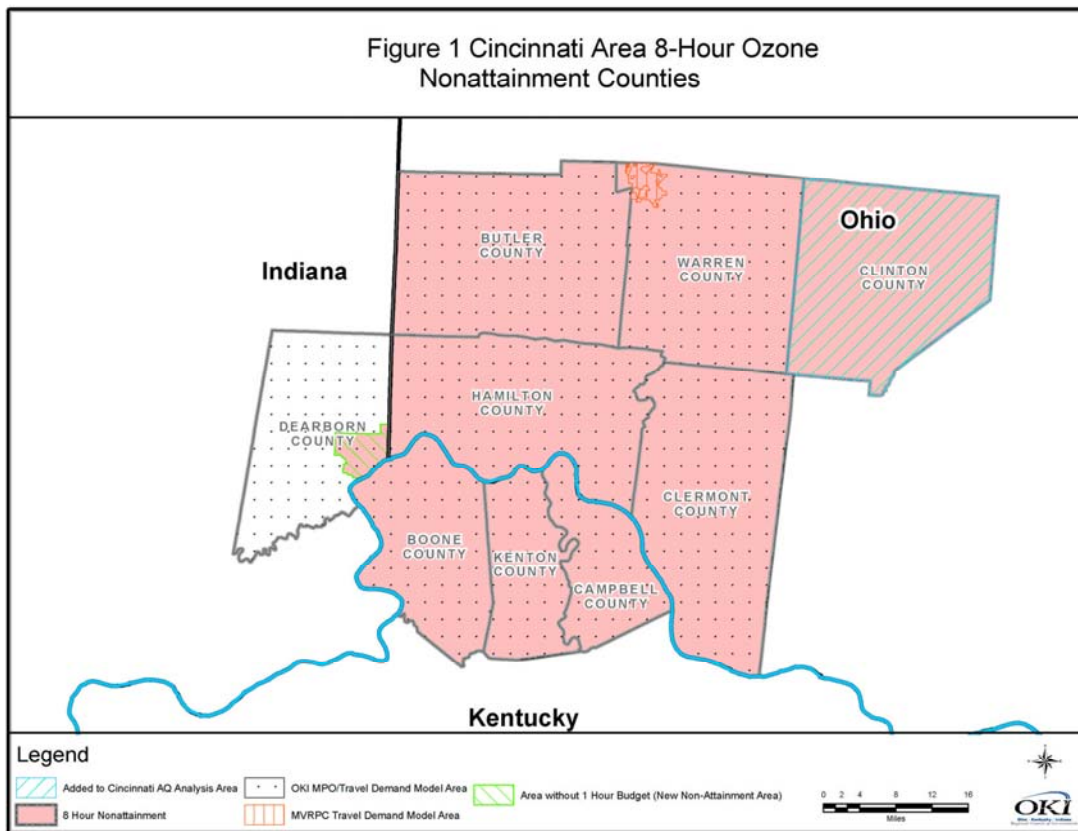
This document is normally developed every two years and reviewed periodically in cooperation with state and local officials, regional and local transit operators and other affected transportation, regional planning and implementing agencies. The TIP consists of improvements recommended from the short-range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

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

Mobile Source Emissions Analysis

Pursuant to provisions of the CAAA of 1990, U.S. EPA designated a nine county area in the Cincinnati area as a basic nonattainment area for ozone under the eight-hour ozone standard in April 2004. In December 2004, U.S. EPA designated an eight county Cincinnati area as nonattainment under the annual fine particulate matter (PM2.5) standard. The Cincinnati ozone nonattainment area includes Lawrenceburg Township in Dearborn County Indiana, the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren (Figure 1). The PM2.5 nonattainment area is identical except for the exclusion of Clinton County. The OKI Regional Council of Governments, as the Metropolitan Planning Organization (MPO), consists of Dearborn, Boone, Campbell, Kenton, Butler, Clermont, Hamilton and Warren counties. *OKI's Regional Transportation Plan* and *Transportation Improvement Program* address the MPO area only. The cities of Franklin and Carlisle in Warren County are part of the Miami Valley Regional Planning Commission (MVRPC) planning area. Projects within this portion of Warren County are included in OKI's conformity analysis. Clinton County is outside of the OKI region, but is part of the nonattainment area. The Ohio Department of Transportation (ODOT) is the lead planning agency for Clinton County and prepares the emissions analysis for the Clinton County portion of the air quality conformity determination.

In 2004, OKI established a Clean Air Consortium of local business and government leaders to prioritize emission reduction strategies and provide these recommendations to the state air agencies. The Consortium recommendations for compliance with the ozone standard were completed in 2005. Recommendations for attaining the PM2.5 standard were developed in early 2007. Several of these recommendations were incorporated into revised State Implementation Plans (SIPs), demonstrating future compliance with both the ozone and PM2.5 standards.



Corridor Studies

OKI has been a leader both regionally and nationally in initiating and managing corridor studies. Since 1997, 14 corridor studies have been completed by OKI. The I-471 Corridor Study, completed in FY2008 was the most recent. These studies, a major component of the Regional Transportation Plan, permit detailed evaluation of problems and potential. In addition, OKI has overseen county transportation plans or studies for Boone, Campbell, Kenton and Dearborn counties. Freight planning has become an emphasis area. In FY2010 OKI began the development of a regional freight plan.

Transportation System Management (TSM)

The TSM element is included as part of the OKI Transportation Improvement Program. Inclusion of the TSM activities in the TIP and specific reference to both the TIP and TSM in one resolution of adoption indicates the close relationship between these two activities. In addition, TSM is addressed in OKI's transportation plan.

Congestion Management Process (CMP)

For the purpose of monitoring system performance, OKI has identified a regional Congestion Management Network. It includes the roadways and intersections for which data are collected for identifying congestion problems and needed improvements, and for assessing the effectiveness of implemented actions. The congestion management network includes about 1,600 road miles that carry nearly 75% of the total regional traffic.

Ongoing system monitoring is accomplished through various data acquisition techniques including: (1) data-base management of traffic count data performed by OKI and its partners; (2) travel time surveys on the congestion management network beginning with the National Highway System (NHS); (3) real-time travel data from ARTIMIS; (4) acquisition of transit ridership data from transit operators; (5) transit operational data from transit operators; (6) periodic inventory of freight operations in the region; (7) periodic field review of the region's highway system attributes; (8) detailed travel data in ongoing transportation corridor study areas; and (9) a framework for evaluating the effects of system improvements (10) integration of household travel and transit on-board survey data to be collected in 2009 and 2010.

Transit Planning Assistance

OKI provides ongoing transit planning assistance to all federally-funded public transit systems in the region: Southwest Ohio Regional Transit Authority (SORTA), Transit Authority of Northern Kentucky (TANK), the Middletown Transit System (MTS), Clermont Transportation Connection (CTC), Warren County Transit Service (WCTS) and the Butler County Regional Transit Authority (BCRTA).

Specialized Transportation

OKI is actively involved in the review of Specialized Transportation Program applications from private, nonprofit agencies in Butler, Clermont, Hamilton and Warren counties. Each year, the OKI Intermodal Coordinating Committee establishes a subcommittee which prioritizes funding requests for projects from qualified applicants. The Job Access Reverse Commute/New Freedom planning coordination efforts commenced in FY2006 and staff completed the first JARC/New Freedom Plan as a product of a previous UPWP. The Plan produced a coordinated approach to transit/paratransit investments for the region.

Transportation Enhancements (TE)

The Ohio Department of Transportation (ODOT) annually allocates a portion of the state's Transportation Enhancement (TE) funding to OKI for distribution within the region. During the period from 2000 through early 2010, a total of 29 projects in OKI's four Ohio counties, utilizing \$12.5 million in TE funding, had been completed. In addition, seven more are scheduled for sale in calendar year 2010, six more are programmed for CY 2011, and two more are programmed for CY 2012. Furthermore, about six more projects are considered to be in active stages of development, and many of these should be ready for funding later in 2010.

Technical Services

OKI has for many years allocated a portion of its resources to the provision of technical assistance to units of local government in the areas of transportation planning, traffic engineering and process consultation. While this does not constitute a major element of the agency's overall mission, it is a service which is greatly appreciated by local governments, many of which do not have either the staffing or the financial resources to have access to these types of services on their own. Specifically, OKI has provided technical services and acted in an umbrella capacity for three multi-jurisdictional trail system development efforts in recent years.

RideShare

OKI's RideShare service has been operational for 30 years. RideShare is a voluntary, employer-oriented activity to increase vehicle occupancy, decrease miles of travel and improve air quality. A full-time staff person is devoted to promoting and operating RideShare, including providing matching services to area commuters. The strategies include direct marketing to major employers, their employees, the general public, and community groups. Promotional tools include freeway and arterial signing bearing the 241-RIDE telephone number, brochures, radio advertising including drive time reports, and bus signs.

Participation Plan, Title VI, ADA and Section 504

For many years OKI planning activities have had an active public outreach component. In 2007, the agency adopted an updated Participation Plan (formerly known as a Public Involvement Plan and Environmental Justice Program). A minor amendment was adopted in 2008. OKI is dedicated to ensuring a fair and equitable planning process and business practice. The OKI Participation Plan outlines processes for consultations practices related to the Disadvantaged Business Enterprises (DBE), Title IV and Section 504 of Rehabilitation Act of 1973 requirements. OKI has dedicated staff to ensure compliance with and support of the Council's responsibilities and practices related to these issues.

Strategic Regional Policy Plan

Pursuant to its charge of maintaining a comprehensive, cooperative and continuing transportation planning process, OKI adopted a strategic regional policy plan (SRPP) in 2005. In addition to addressing federal transportation planning mandates, the plan was conceived to save limited tax dollars through better coordination of local land use planning and regional transportation planning. Specifically, the plan encourages land use patterns that promote multimodal travel and the efficient use of land, natural resources, and public facilities.

The strategic plan is direction-setting for the tri-state region, not just for the OKI COG/MPO. It promotes cooperative planning and decision-making throughout the tri-state region, and involves OKI, local governments, special districts, state and federal agencies, and the private and civic sectors. The strategic plan also verifies and emphasizes that people live at the scale of the region, moving through multiple jurisdictions several times a day to work, shop, or seek entertainment. It also emphasizes that taxpayers finance the pattern of land development and infrastructure.

Implementation of the strategic plan is taking place pursuant to an action plan and timeline established in FY 06. Implementation is being accomplished by various jurisdictions and organizations on a voluntary basis and by OKI. A significant milestone was reached in FY2010 with the completion of the Fiscal Impact Analysis Model which will assist communities understand the real costs of certain land use decisions.

General Coordination Efforts Between OKI, State DOTs, FHWA, FTA, RTAs

OKI has worked closely with the ODOT, KYTC, INDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), SORTA, TANK, Middletown Transit Service, Clermont Transportation Connection, Warren County Transit and BCRTA in developing the multimodal approach to planning for the region. OKI has also coordinated with and has been a participant in the development of many studies including each of the state-wide transportation plans. OKI shares data with the various planning partners and agencies and provides technical assistance whenever possible.

Work Performance Responsibility

All work is performed by staff except where indicated. OKI may contract with consulting firms using OKI's procurement procedures which are consistent with federal Circular A-87. Consultants provide access to additional resources and expertise. Elements utilizing consultants are identified in the text of each element. The budgeted amounts are identified within the Budget tables (Section B).

FY 2011 Unified Planning Work Program Highlights

- 1) **601- Short Range Planning:** Assistance to local jurisdictions including pedestrian and bike planning, Safe Routes to School programs, access management plans, hosting of technical webinars and the continuation of an active transportation enhancement (TE) program.
- 2) **602 - Transportation Improvement Program:** Staff will continue an active program oversight. Development of new FY 2012 – 2015 TIP.
- 3) **605 - Surveillance:** Continued enhancement of GIS system capabilities. Staff will continue to work with ODOT to assist with the GPS-based household travel survey. The data will be integrated

into the OKI Travel Demand Model. On-going collection of travel data will continue, including a Transit On-board survey. OKI will assist the Census Bureau in providing data, processing census data, reviewing census products, and promoting census programs as needed and appropriate. Development of datasets for the Transportation Plan update. Partnering with Hamilton County Emergency Management to develop datasets useful for both agencies.

- 4) **610 - Transportation Planning:** Continue an aggressive congestion management (CMP) program. Work to create a 2040 update of the Plan (and rename as Metropolitan Transportation Plan) will be initiated. Continue to implement a strategic regional policy plan for growth and development. Application and maintenance of a fiscal impact model for application in the OKI region. Local comprehensive plan guidance, sample ordinances, and collateral materials. Coordination with federal, state, regional, and local agencies to advance the transportation goals for the region. Analysis of socioeconomic and crash data related to older transportation users across the OKI region.
- 5) **611.5 – Fiscal Impact Analysis Model – Maintenance & Startup** - A continuously functioning and accessible web-based Fiscal Impact Analysis Model and Creation of new data sets for each new partner community.
- 6) **625.2 - Transportation Services - Participation Plan:** Implementation of the updated participation plan and DBE program. On-going support of area studies, outreach and development of collateral transportation materials will be conducted.
- 7) **665.1 – OKI Freight Study** – A comprehensive Freight Plan will be completed. The project includes data collection, analysis and recommendations. OKI will actively engage the freight community, specifically private freight businesses.
- 8) **665.4 - Regional Clean Air Program:** A strategic shift in the advertising efforts of the Regional Clean Air program was made in 2009 based on the results of the most recent public awareness survey. A majority of the program's advertising budget was dedicated to television with the goal being larger audience reach. A similar strategy will be followed for the 2010 campaign. A public survey will be conducted at the conclusion of the campaign and comparisons will be made to previous survey results to gauge the effectiveness of the shift in advertising efforts.
- 9) **665.7 – Transit On-Board Survey:** Transit on-board travel surveys were last conducted in 1995. This data is used to estimate transit mode choice and travel patterns in the OKI Travel Demand Forecasting Model.
- 10) **667.1 – Commuter Assistance Services-Rideshare:** Continue to provide transportation alternatives to commuters within the Tri-State area, thereby providing energy conservation, traffic and pollution reduction and preserving the quality of life in the OKI region.
- 11) **674.1/674.2 – JARC/New Freedom Coordinated Transportation Plan:** The governors of Ohio and Kentucky and have identified OKI as the designated recipient for federal funds for job access and reverse commute (Section 5316) and the New Freedom Program (Section 5317). OKI completed development of the Coordinated Public Transit-Human Services Transportation Plan. OKI will assist in the implementation and funding of Plan elements.
- 12) **674.4 – New Freedom Pass Through:** OKI, as the designated recipient for New Freedom funds, is responsible for managing the projects operated by two entities in the region providing services but not identified as “designated recipients” under FTA regulations. OKI serves as the oversight agency to ensure all federal requirements are met for Community Cab. OKI will collect monthly or quarterly progress reports for the program.

- 13) **684.9 - Ohio Exclusive: Eastern Corridor Study – Part B:** SR-32 Corridor in Hamilton and Clermont Counties Preliminary Development Phase. Project managed by Hamilton County TID.
- 14) **685.1 - Indiana Exclusive: Dearborn County Transportation Planning:** Continue elements of the 3C planning process for Dearborn County.
- 15) **686.3 - Kentucky Exclusive – Safety and Operational Studies:** Studies to be identified based on resources and needs of KYTC-D6.
- 16) **695.1 - Unified Planning Work Program –** Develop produce and disseminate a FY2011 UPWP that responds to transportation planning requirements and mid-year and year end performance reports.
- 17) **697.1 - Transportation Program Reporting –** A transportation report summarizing the major findings and activities of the OKI transportation planning process.
- 18) **710.1 - Local Water Quality Activities:** Provide technical support for local agencies as time and resources permit.
- 19) **710.6 - Water Quality Program:** Permit consistency reviews, associated plan amendments as appropriate and public information products as detailed in OKI's contract with Ohio EPA
- 20) **710.7 - Water Quality Program (Recovery Act Funds):** OKI was allocated a portion of money from Ohio EPA to enhance and update the Regional Water Quality Management plan for its Ohio communities. Staff will develop an updated electronic 208 Plan for Butler, Clermont, Hamilton and Warren counties in Ohio based on available datasets such as US Census, existing studies and plans, and available GIS data.
- 21) **710.8 – Dearborn County Water Quality Management Plan Update:** Staff will conduct water quality planning and technical analysis that will include information on point and non-point sources and management, growth areas, and consultation with stakeholders and the public. The current water quality management plan for Dearborn County, Indiana will be updated.
- 22) **710.9 – Water Quality Program/Ohio General Assembly:** Electronically available updated map of Facility Planning Area (FPA) boundaries and table of updated designated management agencies as part of an update of the 208 Plan for Butler, Clermont, Hamilton and Warren counties in Ohio.
- 23) **720.1 – Mobile Source Emissions Planning:** Conformity analysis for the transportation plan and TIP amendments. Continue coordination with state and federal agencies regarding air quality planning issues.
- 24) **800.1 – Regional Planning Activities:** Analyses of national and regional land development trends, conditions, and issues; and technical assistance on issues including land use, zoning, economic development, housing, water and sewer infrastructure, intergovernmental coordination, capital budgeting, and natural systems.