

# **OKI FY 2012 UNIFIED PLANNING WORK PROGRAM**



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April 14, 2011

**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 2012**

**WHEREAS**, the Ohio-Kentucky-Indiana Regional Council of Governments has prepared a Unified Planning Work Program for Fiscal Year 2012 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 2012 has been reviewed by appropriate state and federal agencies; and

**WHEREAS**, the Unified Planning Work Program for Fiscal Year 2012 hereby certifies that all requirements of 23 CFR, Part 450 relating to the Metropolitan 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 14, 2011, hereby approves the OKI Unified Planning Work Program for Fiscal Year 2012.

  
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**EDWIN H. HUMPHREY, PRESIDENT**

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# ***Introduction***



# INTRODUCTION

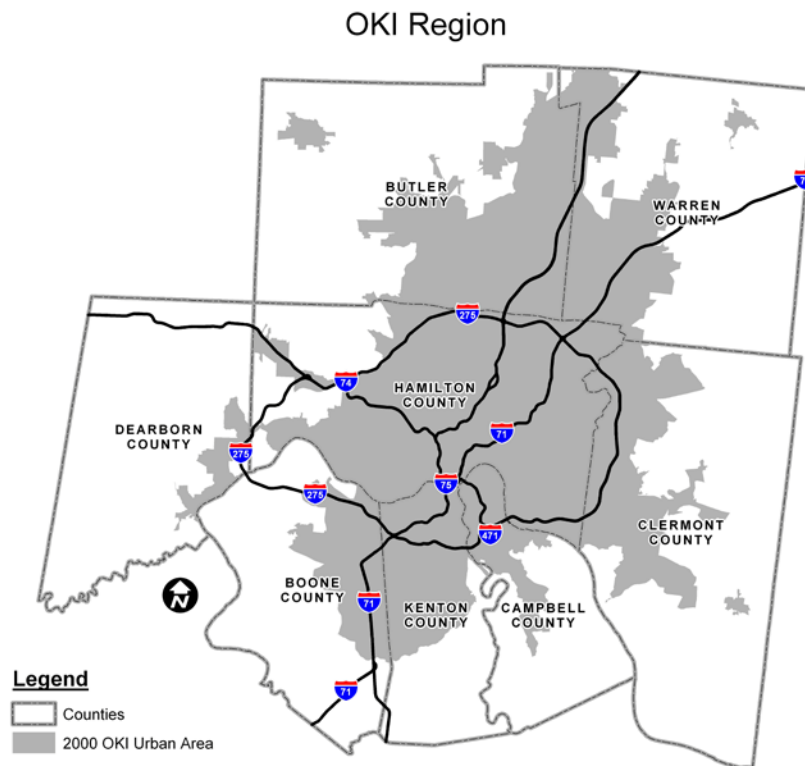
## INTRODUCTION

The Fiscal Year 2012 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2011 and ending June 30, 2012. 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 2,041,552 (2009 estimate) 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 2,171,896 (2009 estimate).



## 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 2012)

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

### **OKI 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: varies; Next Update: April 2013)

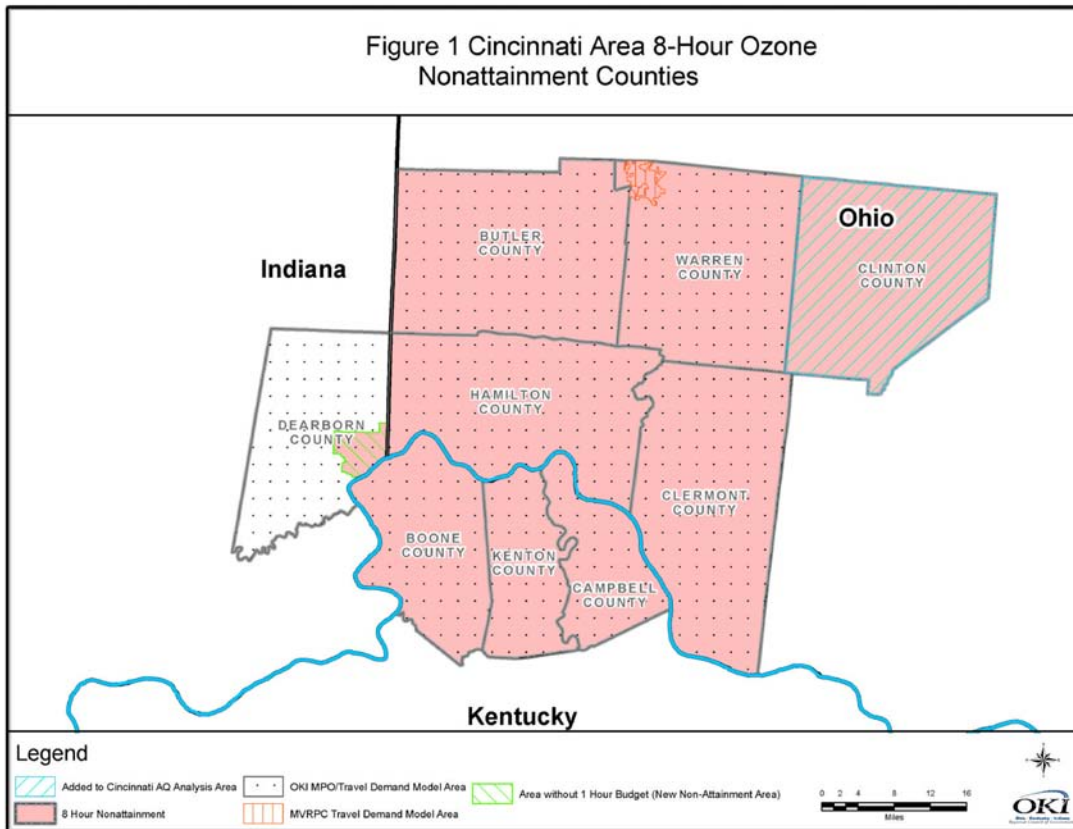
This document is normally developed every two years and reviewed periodically in cooperation with state and local officials, regional and local transit operators and other affected transportation, regional planning and implementing agencies. The TIP consists of improvements recommended from the short-range 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.

## Transportation Air Quality Conformity and Emissions Analysis

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the State Implementation Plans for Indiana, Kentucky and Ohio. 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. With attainment of the eight-hour ozone standard, the Indiana and Ohio portions were reclassified as a maintenance area in May 2010. The Kentucky portion was reclassified as maintenance in August 2010. The Cincinnati ozone maintenance 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. 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 FY 2012-2015 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 have been included in the conformity analysis. Clinton County is outside of the OKI region, but is part of the ozone maintenance area. The Ohio Department of Transportation (ODOT) is the lead planning agency for Clinton County. The Clinton County emissions analysis has been prepared by ODOT and has been included in this 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 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. Early in FY12, OKI will complete the development of a Regional Freight Plan. Recommendations from this study and previous corridor studies form a considerable component of the Regional Transportation Plan. The corridor studies permit detailed evaluation of problems and potential solutions. In addition, OKI has overseen county transportation plans or studies for Boone, Campbell, Kenton and Dearborn counties.

### Transportation System Management (TSM)

The TSM element is included as part of the OKI Transportation Improvement Program. TSM activities are an integral part of the OKI planning program. TSM implies a practice of planning, programming, implementation, and operations that calls for improving the efficiency and effectiveness of the transportation system by improving the operations and / or services provided.

### Congestion Management Process (CMP)

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

OKI's CMP identifies appropriate performance measures to assess the extent of congestion. It establishes a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. For the purpose of monitoring system performance, OKI has identified a regional Congestion Management Network. 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 1,525 road miles that carry nearly 78% of the total regional traffic. Ongoing system monitoring is accomplished through various data acquisition techniques including: 1) data-base management of traffic count data performed by OKI and its partners; 2) travel time surveys on the congestion management network beginning with the National Highway System (NHS); 3) acquisition of transit ridership data and operational data from transit operators; 4) periodic inventory of freight operations in the region; 5) periodic field review of the region's highway system attributes; 6) detailed travel data in ongoing transportation corridor study areas; and 7) a framework for evaluating the effects of system improvements 8) integration of household travel and transit on-board survey data collected in 2009 and 2010.

The CMP also identifies and evaluates appropriate congestion management strategies for the improved safety of the existing and future transportation system. OKI produces a comprehensive CMP analysis report every four years, coinciding with the development of OKI's Metropolitan Transportation Plan. The last CMP analysis report was completed in September 2007. The 2011 report will document the procedures and findings from the third 4-year data collection cycle that was completed in December 2010 and compares transportation system performance to the 2007 data.

### **Transit Planning Assistance**

OKI provides ongoing transit planning assistance to all federally-funded of 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 "Coordinated" Plan as a product of a previous UPWP. The Plan produced a coordinated approach to transit/paratransit investments for the region. This UPWP includes an update of the Coordinated Plan.

### **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 2010, a total of 33 projects in OKI's four Ohio counties, utilizing \$14.1 million in TE funding, had been completed. In addition, five more are scheduled for sale in fiscal year 2011, three more are programmed for FY 2012, and one more is programmed for FY 2013. Two additional projects have been approved by the OKI Board and tentatively scheduled for FY 2013, but have not yet been programmed by ODOT. Furthermore, about five more projects are considered to be in active stages of development, and several of these should be ready for funding later in 2011. Finally, staff continues to work on an on-going basis with potential applicants/sponsors to advance their projects to the point of funding eligibility.

## **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 several multi-jurisdictional trail development efforts in recent years.

## **RideShare**

OKI's RideShare service has been operational for more than 30 years. RideShare is a voluntary, employer-oriented activity to increase vehicle occupancy, decrease miles of travel and improve air quality. 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. OKI is embarking on a pilot program to increase the utilization of the Banks Intermodal Center by providing subsidized parking to high occupant vehicle commuters.

## **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). An amendment was adopted in 2010. 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 2012 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. This year the Ohio Bike Route Guides will be updated and reprinted.
- 2) **602- Transportation Improvement Program:** Staff will continue an active program oversight. Improvements will be made to the TIP on Demand software.
- 3) **605- Surveillance:** Continued enhancement of GIS system capabilities. Integration of transit on-board survey and household travel survey information into the travel model. Preparation for updates to socioeconomic data files reflecting 2010 Census. Partnering with Hamilton County Emergency Management to develop datasets useful for both agencies.
- 4) **610.1 Transportation Planning – System Management:** Continue an aggressive congestion management (CMP) program. Development of the OKI 2040 Regional Transportation Plan. Continue to implement a strategic regional policy plan for growth and development. Program oversight and development for the fiscal impact model. 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.
- 5) **610.4 – Land Use:** Staff will be evaluating the validity of the data behind each of the affected Strategic Regional Policy Plan Strategic Regional Issues (SRI). New partners will be invited to use the fiscal impact analysis model. State and local agencies will be contacted for comparing the proposed transportation plan with environmental information.
- 6) **610.5– Fiscal Impact Analysis Model – Technical Development:** Add new features and functionality of the model. Documentation of refinements to and technical assistance for an operational fiscal impact analysis model that is used to compare alternative land use scenarios and

analyze development and redevelopment.

- 7) **611.5- Fiscal Impact Analysis Model– Web-Based Maintenance & Startup:** (consultant contract) to continue to manage, maintain and improve the website operating the Fiscal Impact Analysis Model (FIAM). The web-based version of the FIAM enables users to access and utilize the FIAM online and requires continued maintenance to ensure the data used for FIAM calculations is current.
- 8) **625.2- Transportation Services - Participation Plan:** Implementation of the participation plan and DBE program. On-going support of area studies, outreach and development of collateral transportation materials will be conducted. Assistance in publicizing the Transportation Plan update.
- 9) **665.1– OKI Regional Freight Plan:** (Consultant Services) A comprehensive Freight Plan will be completed. OKI will continue to actively engage the freight community, specifically private freight businesses. The Plan will include specific recommendations and will be completed in August 2011.
- 10) **665.2– Bus Rapid Transit:** (NEW) The objective of this work is to evaluate the potential application for bus rapid transit (BRT) facilities in the region. The study will be managed by OKI and consultant services will be procured.
- 11) **665.4 - Regional Clean Air Program:** A public survey was conducted at the conclusion of the campaign in 2010. The data will be used to tailor OKI's Clean Air campaign.
- 12) **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. Promote and oversee the Banks Intermodal HOV Parking Program.
- 13) **667.2- Banks Intermodal Center HOV Parking Program:** Project provides a subsidy to reduce the monthly parking cost to carpoolers of 3+ utilizing the preferred parking area of the Banks Intermodal Center (BIC) in Cincinnati for the express purpose of substantially elevating the regional RideShare program by providing subsidized preferred parking for 177 vehicles at the BIC.
- 14) **674.1/674.2 – JARC/New Freedom Coordinated Transportation Plan:** The governors of Ohio and Kentucky 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 will complete an update of the Coordinated Public Transit-Human Services Transportation Plan.
- 15) **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 and Wesley Community Services. OKI will collect monthly or quarterly progress reports for the program.
- 16) **684.9- Ohio Exclusive: Eastern Corridor Study – Part B:** SR-32 multimodal corridor in Hamilton and Clermont Counties. Project funding managed by Hamilton County TID.
- 17) **685.1 - Indiana Exclusive: Dearborn County Transportation Planning:** Work closely with Dearborn County officials, INDOT and FHWA to conduct the metropolitan planning process.

Additional focus on the linkage between planning and the environment.

- 18) **686.3- Kentucky Exclusive – Safety and Operational Studies:** Studies to be identified based on resources and needs of KYTC-D6.
- 19) **695.1 - Unified Planning Work Program:** Develop produce and disseminate a FY2013 UPWP that responds to metropolitan transportation planning requirements. Prepare mid-year and year-end performance reports.
- 20) **697.1 - Transportation Program Reporting:** A transportation report summarizing the major findings and activities of the OKI transportation planning process.
- 21) **710.1 - Local Water Quality Activities:** Provide technical support for local agencies as time and resources permit.
- 22) **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. Taylor Creek watershed is targeted for the FY water quality planning activity.
- 23) **710.8- Dearborn County Water Quality Management Plan Update:** Complete the Water Quality Management Plan update for Dearborn County based on the water quality planning and technical analysis and consultation with stakeholders and the public conducted in FY 2010 and FY 2011.
- 24) **710.9-Water Quality Program/Ohio General Assembly:** Updated Water Quality Management Plan and associated plan amendments.
- 25) **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. Continue integration and use of the MOVES software.
- 26) **800.1- Regional Planning Activities:** Analyses of national and regional land development trends, conditions, and issues; and technical assistance on issues including land use, zoning, economic development, housing, water and sewer infrastructure, intergovernmental coordination, capital budgeting, and natural systems. Provide support for the OKI Regional Planning Forum.