

Introduction



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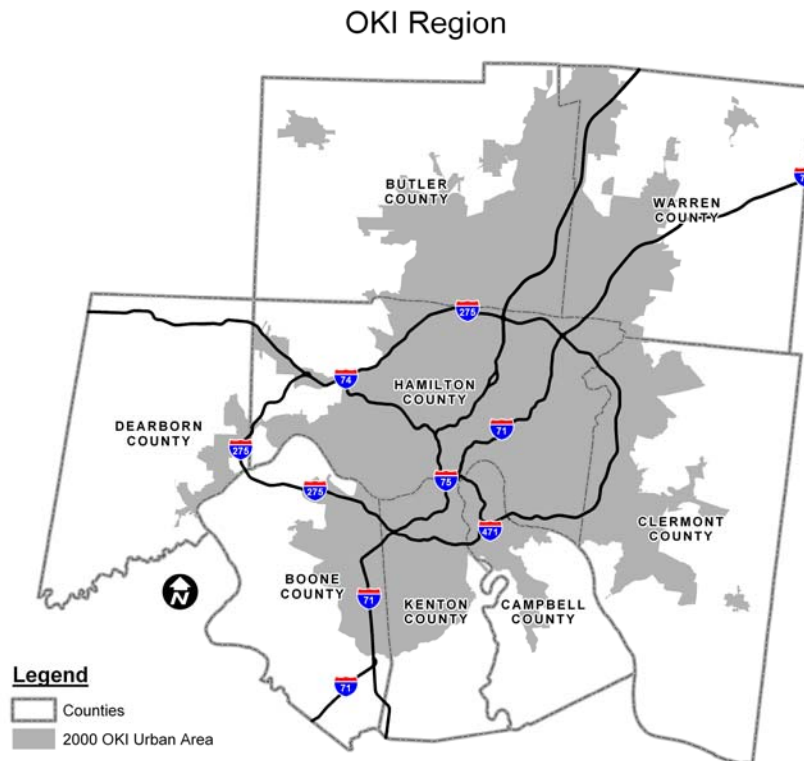
INTRODUCTION

The Fiscal Year 2009 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2008 and ending June 30, 2009. 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 2009)

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: May 2011)

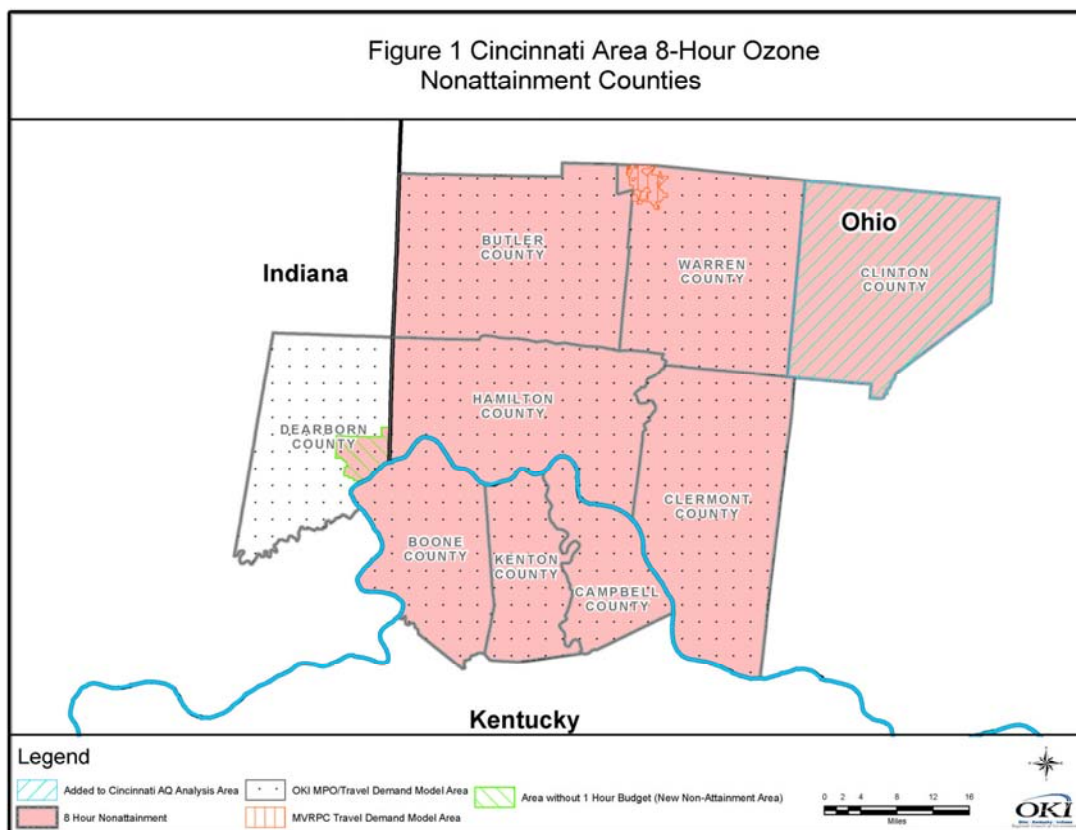
This document is developed every two years and reviewed periodically in cooperation with state and local officials, regional and local transit operators and other affected transportation, regional planning and implementing agencies. The TIP consists of improvements recommended from the short-range planning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

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 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) (this UPWP commits to year one of the third cycle); (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 collected in 2008 and 2009.

Transit Planning Assistance

OKI has provided 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, Clermont Transportation Connection, Warren County Transit Service 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 hears and scores oral presentations from qualified applicants. The Job Access Reverse Commute/New Freedom planning coordination efforts commenced in FY2006 and staff will complete the first JARC/New Freedom Plan as outlined in this UPWP. The Plan will produce 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 2007, a total of 22 projects in OKI's four Ohio counties, utilizing \$8.77 million in TE funding, had been completed, three (\$1.90 million) are scheduled for sale in calendar year 2008 and two more (\$818,000) are programmed for CY 2009 and beyond. In addition, about a dozen more projects are considered to be in active stages of development, and many of these should be ready for funding during 2008.

Specific projects completed during 2007 included streetscape enhancement projects along Central Parkway and Gilbert Avenue in Cincinnati and Five Mile Road in Anderson Township, as well as construction of Phase I of the Muddy Creek Trail in Mason. New projects which were approved for funding and added to the program during 2007 included the final phase of streetscape improvements in Lebanon, sidewalks along Asbury Road in Anderson Township, and Phase II of the Muddy Creek Trail in Mason. Projects scheduled to go to construction during CY2008 include a streetscape along Main Street in Williamsburg, a shared use trail along US 52 between Sutton Avenue and Five Mile Road in Anderson Township, and reconstruction of the Mt. Adams steps in Cincinnati.

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. 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 Policy Plan

Pursuant to its charge of maintaining a comprehensive, cooperative and continuing transportation planning process, OKI adopted a strategic regional policy plan 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.

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 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.

FY 2009 Unified Planning Work Program Highlights

- 1) **601 – Short Range Planning:** Assistance to local jurisdictions in development of pedestrian and bike planning activities including Safe Routes to School programs, access management plans and the continuation of an active transportation enhancement (TE) program.
- 2) **602 – Transportation Improvement Program:** Staff will continue an active program oversight. On-line mapping of TIP projects will be fully deployed.
- 3) **605 – Surveillance:** Continued enhancement of GIS system capabilities. Staff will work with ODOT on a GPS-based household travel survey. The data will be integrated into the OKI Travel Demand Model. On-going collection of travel data will continue. OKI will assist the Census Bureau in providing data, processing census data, reviewing census products, and promoting census programs as needed and appropriate.
- 4) **610 – Long Range Planning:** Continue an aggressive congestion management (CMP) program. OKI will host the federal certification review team in December for review of the OKI Planning processes. Continue to implement a strategic regional policy plan for growth and development. Development of a fiscal impact model for application in the OKI region. Local comprehensive plan guidance, sample ordinances, and collateral materials.
- 5) **625.2 – Transportation Services - Participation Plan:** Implementation of the updated participation plan. Formerly known as the Environmental Justice Policy, OKI's policy for public involvement is now titled Participation Plan. On-going support of area studies will be conducted.
- 6) **665.4 – Regional Clean Air Program:** Protecting public health and the local economy while working towards the attainment of the national ozone and particulate matter standards is the aim of this program. Surveying residents of the region to gauge awareness will allow for effective decision making as well as efficient expenditure of funds.
- 7) **665.6 – GPS Travel Survey:** This work element includes the Kentucky portion of the regional travel survey being conducted by ODOT. The funds will be used as payment for consultant services for the Kentucky portion of regional household surveys. This survey updates data last collected in 1995.
- 8) **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.
- 9) **674.1 – Job Access Reverse Commute/New Freedom:** 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.
- 10) **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.
- 11) **684.3 – Ohio Exclusive: Travel Model Data Collection:** Travel volume data collected for 2010 model validation purposes. Consultant contract.
- 12) **685.1 – Indiana Exclusive:** Dearborn County Transportation Planning: Continue

elements of the 3C planning process for Dearborn County.

- 13) **685.2 – Indiana Exclusive:** Dearborn County Transportation Planning: This work element will supplement the activities listed in 685.1 as necessary.
- 14) **686.3 - Kentucky Exclusive – Safety and Operations Studies:** Studies to be identified based on resources and needs of KYTC.
- 15) **695.1 – Unified Planning Work Program:** Develop produce and disseminate a FY2010 UPWP that responds to transportation planning requirements.
- 16) **710.1 – Local Water Quality Activities:** Provide technical support for local agencies as time and resources permit.
- 17) **710.3 - Mill Creek Headwaters Project:** A dozen project partners will help OKI implement programs that stabilize stream banks and restore floodplains.
- 18) **710.4 – St. Clair Township Comprehensive Plan:** OKI, working with the township, the Butler County Planning Commission, the Hamilton to New Baltimore Groundwater Consortium and the Miami Conservancy District, will assist in the preparation of a comprehensive plan that includes a source water protection element.
- 19) **710.6 - Water Quality Program:** Continue to refine the base information and recommendations in the Regional Water Quality Management (“208”) Plan. As part of those activities, OKI is heightening awareness of water quality issues through public education and participation in groundwater projects and watershed initiatives.
- 20) **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.
- 21) **800.1 – Regional Planning Activities:** Conduct analyses of economic development trends and issues.