

Introduction



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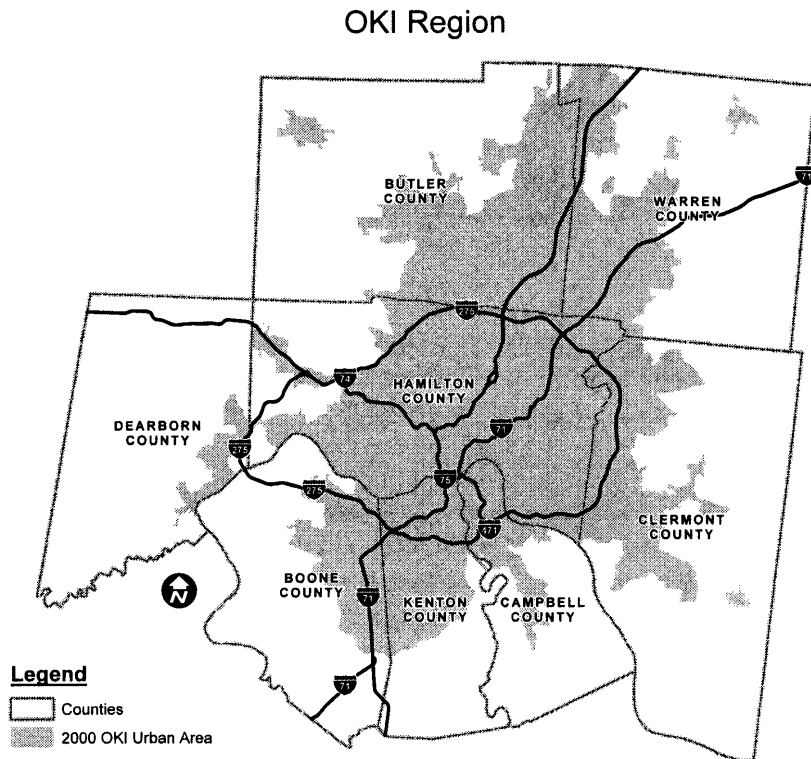
INTRODUCTION

The Fiscal Year 2008 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2007 and ending June 30, 2008. 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 2008)

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 2008)

The OKI Board of Trustees adopted the OKI 2030 Regional Transportation Plan on June 10 2004. The Plan was amended several times since then. Amendment 4 integrated 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 will be moving 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 2009)

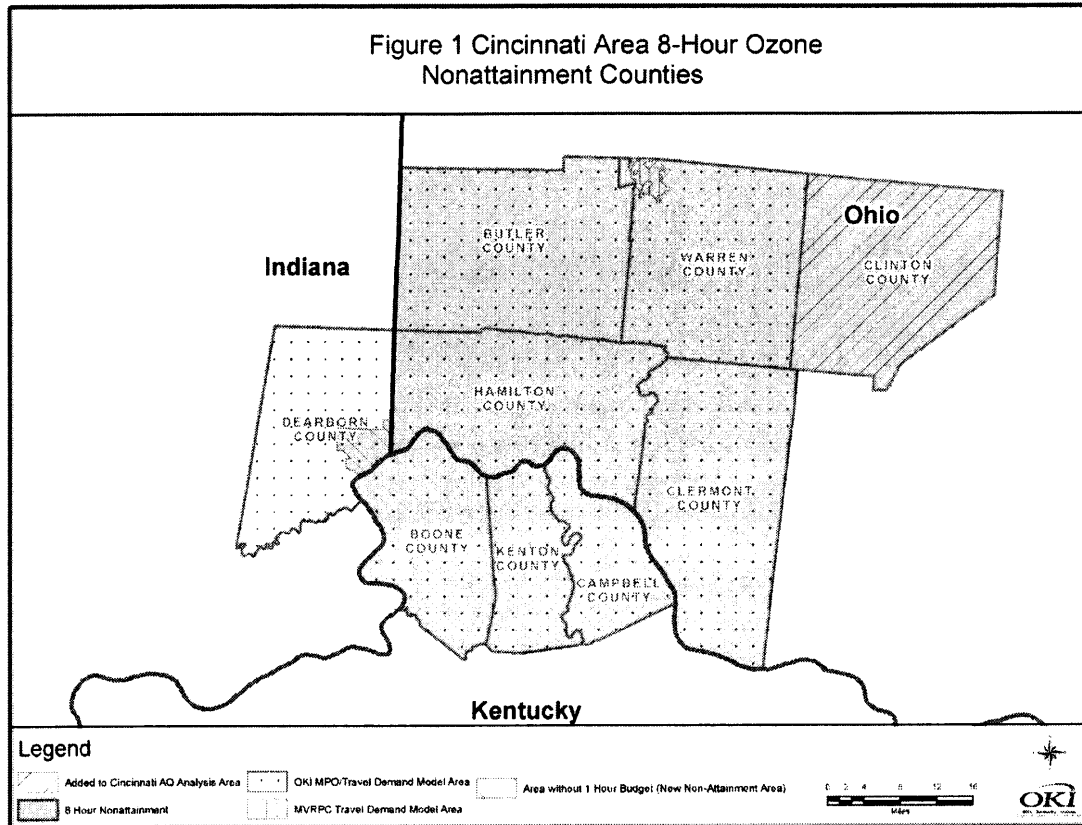
This document is developed every two years and reviewed periodically in cooperation with state and local officials, regional and local transit operators and other affected transportation, regional planning and implementing agencies. The TIP consists of improvements recommended from the short-range planning 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; 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 (PM_{2.5}) 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 PM_{2.5} 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.

All states with nonattainment areas are required to revise their State Implementation Plans (SIPs) to demonstrate future compliance with the federal air quality standards. 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. Strategies for attaining the PM_{2.5} standard were developed in early 2007.



Corridor Studies

OKI has been a leader both regionally and nationally in initiating and managing corridor studies. Since 1997, 13 corridor studies have been completed by OKI. The I-471 Corridor Study is currently underway. 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