600 - TRANSPORTATION PLANNING

ISSUES AND GOALS

The FY 2012 transportation planning program emphasizes the implementation and documentation of the transportation planning activities which will advance the region's ability to meet the future travel needs of the OKI region. To that end, the goals and objectives of the ***OKI Regional Transportation Plan*** outline the focus of this ***Unified Planning Work Program*** and detail the specific work elements for the year. Unless otherwise noted, all work will be performed by OKI staff.

Within this context, measures to address the transportation planning issues confronting the OKI region include:

- Continue to implement the recommendations of the *OKI 2030 Regional Transportation Plan* (a.k.a. long range transportation plan) and develop its replacement: the *OKI 2040 Regional Transportation Plan.*
- Responding to the planning requirements of the Clean Air Act Amendments (CAAA) of 1990, new eight-hour clean air standards and the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and its successor, including land use and congestion management.
- Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).
- Continuation of transportation system management (TSM) activities, and focus on travel demand management (TDM) activities, to improve system efficiency, and to help realize reductions in vehicle miles of travel, congestion, air pollution, fuel consumption, and advance a system that enhances sustainability and livability.
- Access management and right-of-way preservation along major roadways in growth areas, and development of access management plans and policies within local jurisdictions.
- Transit planning and coordination of transit services.
- Continuation of planning and deployment of integrated intelligent transportation infrastructure. Maintain the regional ITS Architecture.
- Avocation of smart growth concepts, tools and techniques, and enhanced coordination of local and regional planning, to legitimize and strengthen the linkages between comprehensive plans, land use planning and transportation infrastructure.
- Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
- Identification and implementation of safety and/or capacity-enhancing measures through traffic operations improvements at problem locations.
- Continuation of freight planning and improvement in the efficiency of intermodal freight operations.
- Monitoring and surveillance of socioeconomic data and transportation-related data.
- Update and enhancement of the travel demand/air quality model and other analysis tools.

- Promotion of bicycle and pedestrian planning and facility development to enhance mode choice for urban travel needs.
- Consideration and inclusion of all viable modes when evaluating alternatives.
- Provision of educational seminars, workshops, and other training opportunities for representatives of local governments, especially in the areas of transportation planning, traffic engineering, and public process consultation.
- Development and extension of linkages between transportation, tourism, recreation, and economic development to improve the vitality and competitive advantage of the region.
- Development and promotion of scenic byways in the region, in accord with federal, state, and local initiatives.

PROGRAM GOAL

The overall goal for transportation planning is the implementation of balanced and efficient intermodal and multimodal transportation services for the OKI region while involving a broad spectrum of agencies and the public in all aspects of transportation planning. More specifically it is the intent of the program to address the goals of the *OKI 2030 Regional Transportation Plan*:

1) Improve safety and security
2) Improve accessibility and mobility options
3) Protect and enhance the environment
4) Enhance the integration and connectivity of the transportation system
5) Promote efficient system management and operation
6) Emphasize the preservation of the existing transportation system
7) Support economic vitality
8) Consider regional safety security
9) Strengthen the connection between infrastructure and land use involve a broad spectrum of agencies and the public in all aspects of transportation planning

These goals are consistent with the metropolitan planning factors outlined in the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Within the context of these goals, and in consideration of perceived local area needs and OKI's overall role in transportation planning, efforts will be directed toward the following types of activities.

1) Maintain a long range transportation plan to serve as a guide for transportation investment and service decisions.
    - Maintain, refine, and update the *OKI 2030 Regional Transportation Plan*, including the travel demand model upon which it is based, in conformance with the requirements of the CAAA and SAFETEA-LU and/or its successor legislation.
    - Consideration of non-motorized modes of travel to increase the number of trips for utilitarian vs. recreation purposes made by bicycling and walking, and to improve the safety and convenience for these modes in the region.
    - Improve the interaction between regional and local planning activities, and strengthen the relationship between land use planning and transportation planning at all levels.

2) Maintain current socioeconomic and transportation system inventories and projections.

- Maintain up-to-date estimates and forecasts of demographic and land use activity for input to transportation planning activities.
- Maintain current transportation system inventory and usage data.

3) Evaluate local area transportation problems and develop recommended solutions.

- Assist units of local government in analyzing the impact of traffic generated by proposed developments and preparing recommendations for street access and traffic control to serve the needs of the proposed development, while preserving the capacity and safety of the public roadways.
- Assist and encourage units of local government in the development of access management policies and corridor plans, to preserve and protect the functional integrity of the roadway system.
- Inventory and evaluate traffic operations at problem intersections and formulate recommendations for improvements regarding striping, signage, channelization, signalization and other traffic controls.
- Inventory and evaluate traffic operations on key segments of existing roadways and develop traffic flow improvement recommendations.
- Provide technical assistance for the preparation of basic pedestrian, vehicular and/or bicycle circulation plans for small to medium size areas.

4) Prioritize transportation projects to assure project funding and full utilization of federal and state funds.

- Develop and maintain a biennial Transportation Improvement Program.
- Conduct a TIP and Plan conformity analysis consistent with the State Implementation Plan for Air Quality as required.

5) Assist in implementation of specific transportation projects.

- Evaluate local social service agency applications for vehicle purchase under FTA's Specialized Transportation Program (Section 5310).
- Develop a coordinated transit plan for the region consistent with JARC/New Freedom programs.
- Assist local communities and other agencies in establishing park-and-ride lots for carpooling, vanpooling, and transit.
- Assist in the development, implementation, and coordination of bicycle and pedestrian facilities and programs throughout the region.
- Assist in the planning, programming, and implementation of projects funded by the states under the TEA-21 Transportation Enhancement program.
- Assist local communities in the planning and development of scenic byways throughout the region.
- Promote the deployment of an intelligent transportation system (ITS) to improve the transportation system efficiency and management.

6) Provide traffic engineering and transportation planning information and technical assistance in support of development and implementation programs.

- Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access

management, smart growth, roadway financing, right-of-way preservation, site impact studies, traffic control and regulation, bicycle/pedestrian planning and design, and others.

- Provide transit planning assistance to urban and rural transit systems.
- Provide travel demand forecasts with turning movement projections for KYTC projects.
- Provide process-related assistance in arranging and conducting public meetings, and in promoting issue identification and understanding, goal-setting and prioritization, and community outreach activities.
- Provide technical data and assistance to individual transportation corridor and facility studies.

7) Improve the efficiency by which goods are transported, transferred among modes, and distributed within and beyond the region.

8) Involve a broad spectrum of agencies and the public in all aspects of transportation planning. OKI has a formal public participation plan.

PRODUCT RESPONSIBILITY

All work will be performed by OKI staff except as noted. Consulting firms are used to supplement staff resources as needed and as noted in the individual work elements and also in the budget tables. Transit section 674 is the responsibility of the respective transit agencies.

SUPPORT AND ASSISTANCE FROM THE STATES

The Ohio Department of Transportation, the Kentucky Transportation Cabinet, and the Indiana Department of Transportation support and assist OKI in many ways, including provision of a district representative, traffic count data, and TIP programming information, all of which are essential to the ongoing planning process.

Transportation Planning Subcategories of this UPWP:

601 Short Range Planning
602 Transportation Improvement Program
605 Surveillance
610 Long Range Planning
- .1 System Management
- .4 Land Use
- .5 Fiscal Impact Analysis Model Technical Development

611 Fiscal Impact Model – Website Maintenance
625 Transportation Services
- .2 Participation Plan

665 Special Studies
- .1 Regional Freight Study
- .2 Bus Rapid Transit Study
- .4 Regional Clean Air Program

667
- .1 Commuter Assistance Services - RideShare
- .2 Banks Intermodal Center HOV Parking Project

674 Mass Transit Exclusive
- .1/2 JARC/New Freedom
- .4 New Freedom Pass Through
- .5 Southwest Ohio Regional Transit Authority (SORTA)
- .6 Transit Authority of Northern Kentucky (TANK)
- .7 Middletown Transit System (MTS)
- .8 Clermont Transportation Connection (CTC)
- .9 Butler County Regional Transit Authority (BCRTA)

684 Ohio Exclusive
- .9 Eastern Corridor Study Part B

685 Indiana Exclusive
- .1 Dearborn County Transportation Planning (CPG)

686 Kentucky Exclusive
- .3 Safety and Operational Studies

695 Unified Planning Work Program
697 Transportation Program Reporting
710 Environmental
- .1 Local Water Quality Activities
- .6 Water Quality Program
- .8 Water Quality (Dearborn)
- .9 Water Quality (Ohio General Assembly)

720 Mobile Source Emissions Planning
800 Regional Planning Activities

TRANSIT AND MULTI-MODAL PLANNING

The OKI FY 2012 transportation planning program emphasizes the implementation and documentation of the transportation planning activities which will advance the region's ability to meet the future travel needs of the OKI region. Many of the program elements deal specifically with transit and multimodal planning. Following are project descriptions/justification of those elements:

Element	Description	Product Number (#)	Page
601	Short Range Planning	Planning Assistance – (#8)	10
602	TIP	Program of projects (all)	11
605	Surveillance	Integration of transit on-board survey data into travel model – (#2)	16
610	Long Range Planning	Coordination with transit agencies (#2) ITS Architecture (#4)	20 21
610	Land Use	Comprehensive Plan assistance with multimodal transportation elements (#3)	23
665.2	Bus Rapid Transit Study	Bus rapid transit corridor and project development	28
667.1	RideShare	Guaranteed ride home program (#3)	30
674.1/2	JARC/New Freedom	Program Management (all)	33
674.4	New Freedom Pass Through	Pass Through for Taxi Services (all)	34
674.5	Southwest Ohio Regional Transit Authority (SORTA)	Local Transit Agency Planning (all)	35
674.6	Transit Authority of Northern Kentucky (TANK)	Local Transit Agency Planning (all)	36
674.7	Middletown Transit System (MTS)	Local Transit Agency Planning (all)	37
674.8	Clermont Transportation Connection (CTC)	Local Transit Agency Planning (all)	38
674.9	Butler County Regional Transit Authority (BCRTA)	Local Transit Agency Planning (all)	39
684.9	Ohio Exclusive	Multi-modal corridor study by local partner (all)	40
720	Mobile Source Emissions Planning	All	50

601 – SHORT RANGE PLANNING

OBJECTIVES

To address short-term problems and needs relating to transportation of persons and goods in the OKI region, and to identify actions that present a systematic approach to solving these problems.

To coordinate with units of local government regarding the development and adoption of access management plans, thoroughfare plans and other studies addressing the relationship between land use planning and transportation planning.

To utilize the transportation planning expertise and resources of the OKI Technical Services staff in providing data, technical assistance and planning services to those responsible, within the public and private sectors, for community development and implementation programs. A major part of this element will be the development and implementation of transportation enhancement projects in the four Ohio counties.

To provide training and support to public and private non-profit agencies to enhance and improve transportation capabilities and resources, through workshop sponsorships, in-house webinar presentations, and notifications of educational, training opportunities.

PREVIOUS WORK

Recent examples of short range planning activities include the following:

- Promotion of access management concepts and guidelines as a means of preserving the traffic carrying capacity of major streets and roadways. Based on 2002 revisions to the Ohio Revised Code, accomplished largely through the efforts of OKI staff, all four of the Ohio counties in the OKI Region have now adopted county-wide access management regulations.
- Traffic operations and area circulation studies for intersections, interchanges, roadway segments, small municipalities and proposed new developments. Staff prepared a US 42 traffic study in Kenton County, and regularly participates in Traffic and Transportation Engineering class presentations at UC, to provide a professional perspective and critique of the students' work.
- Co-sponsor of the 30th annual Traffic Engineering Workshop in FY11.
- Host of several webinars presented by the Association of Bicycle and Pedestrian Professionals related to bicycle and pedestrian safety and planning.
- Assistance to local governmental entities regarding the implementation of the Transportation Enhancement program, including the administration of OKI's Ohio Urban Area TE Program under SAFETEA-LU.
- Technical assistance to the Butler County Regional Transit Authority, Clermont Transit Connection, the Middletown Transit System, Southwest Ohio Regional Transit Authority, and Transit Authority of Northern Kentucky, regarding provision of transit service and related transit items.
- Review and prioritization of FTA Specialized Transportation Program applications as well as applicant assistance for agencies located in Butler, Clermont and Hamilton Counties.
- Tracking the implementation of the federal Safe Routes to School program and dissemination of information to the region with newsletters, presentations, a session at the Traffic Engineering Workshop and participation on the Kentucky Safe Routes to School Network Project advisory committee.

- Technical assistance and support for bicycle policies, plans, programs, and projects for counties, local communities, and bicycling interests. Recent activity in this area includes continued work with the Ohio River Trail Planning Committee, the Miami-2-Miami Coalition, the Williamsburg to Batavia Hike/Bike Trail, the Oxford O-Loop Trail and bike route plan, the Cincinnati-Northern Kentucky Airport Loop Trail, the Little Miami Scenic Trail and the West Fork Mill Creek and Dearborn Trails, all of which have specific projects under active development.
- Participation in local advisory committee meetings for planning and coordinating bicycle projects including the Cincinnati Bicycle/Pedestrian Advisory Committee, Queen City Bike, and the Connecting Active Communities Coalition.
- Participation in the Cincinnati/Hamilton County Bicycle Friendly Community steering committee to apply for recognition under the League of American Bicyclists program.
- Continued publication and distribution of the OKI Bicycle E-Info News providing regionally relevant information about bicycling issues, projects and programs to a list of over 250 recipients.
- Other major planning for bicycle and pedestrian travel included: The OKI Regional Bicycle Plan updated in 2008, with new guidelines for Complete Streets, The OKI Regional Pedestrian Plan updated in 2004, and the OKI Bike Route Guides updated in 2010 for the three Kentucky counties, 2005 for the four Ohio counties and in 2010 for the Cincinnati Guide.

METHODOLOGIES

1) Traffic Operations Analyses - Work activities will be directed toward efforts to evaluate specific problem intersections and short roadway segments using such standard references as the Highway Capacity Manual, the Manual on Uniform Traffic Control Devices, the AASHTO Green Book, the AASHTO Guide for the Development of Bicycle Facilities, the FHWA Selecting Roadway Design Treatments to Accommodate Bicycles, or the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, as appropriate. Multimodal or mode specific recommendations will be developed for improvements such as signage, striping, signalization and channelization.
2) Access Management - Activities will be directed toward the continued promotion of access management and right-of-way preservation, including assistance to local governments in developing and implementing access management plans and policies.
3) Bicycle/Pedestrian Planning - Activities will include regional bike/ped planning, facilitating improvements for cyclist and pedestrian travel and safety, and programming financial resources. Staff will continue to monitor and provide technical assistance regarding bicycle and pedestrian travel. Special emphasis areas include providing bike/ped opportunities through the Complete Streets approach as applied to TIP project selection, corridor studies and trails and greenways planning. Staff will carry out an update of the Bike Route Guides for the four Ohio counties in the region which were last updated in 2005. This work will include input and participation of active cyclists in the region familiar with the roads. A 2012 edition of the Ohio Bike Route Guide will be published. Data collection efforts to support bike/ped planning will continue and will be performed consistent with industry standards.
4) Transportation Enhancements - Under ODOT policy guidelines, OKI administers an Urban Area TE Program for the four Ohio counties. OKI will continue to actively seek

projects with merit, and will work to achieve clear definition of these projects, as well as evidence of strong local support, before funding commitments are made. OKI will also assist applicants through the implementation process.

5) Safe Routes to School – Activities will include monitoring the federal SAFETEA-LU Safe Routes to School program and its implementation. Staff will also monitor the guidelines developed by the Ohio, Kentucky and Indiana departments of transportation for funding, administration and their application to local projects in communities around the OKI region. Information regarding the program will be disseminated to local governments, and technical assistance will be provided on request. Staff will continue as a member of the advisory committee for the Kentucky Safe Routes to School State Network Project, and the Cincinnati Public Schools Safe Routes to School Steering Committee.
6) Educational Outreach - OKI will arrange and conduct one or more educational seminars designed specifically to meet the needs of local implementing agencies. This element includes a Traffic Engineering Workshop. OKI will continue to host periodic webinars such as those presented by the Association of Pedestrian and Bicycle Professionals. Continue distribution of bicycle and pedestrian planning, facility and safety information through the electronic E-Bike Newsletter.
7) Miscellaneous Technical Assistance - Provide assistance to citizens, local governments, and other organizations by performing services such as dissemination of socio-economic, land use, transportation planning and traffic data; and staff participation as a professional technical resource in meetings and hearings.
8) Transit Planning Assistance - Over the years, OKI has provided assistance to the public transit systems for planning activities. Specific efforts will be directed toward the provision of planning services including financial planning, privatization, route analysis, service changes and coordination, and human services transportation coordination as required under SAFETEA-LU. Staff will present transit TIP amendments as needed to the OKI Board of Directors/Executive Committee.
9) Specialized Transportation Service Planning - Planning for transportation elderly and disabled services will continue. Assistance will be provided to local non-profit agencies in developing applications for vehicles under FTA'S Specialized Transportation Program (Section 5310). This effort will include evaluating the applications using ODOT criteria and presenting the findings to OKI's Intermodal Coordinating Committee for concurrence. Coordination efforts will continue as appropriate with the elderly and disabled community, transit operators, social service agencies, local units of government, and taxi and paratransit operators to improve, expand and coordinate the provision of specialized transportation services, including compliance with the Americans with Disabilities Act. Staff also conducts annual inspections of vehicles awarded through past programs to agencies in the region.

PRODUCTS

1) Documentation supporting traffic operations improvement recommendations on problem intersections and roadway segments, or relating to analyses and recommendations involving other travel modes or conditions. (as appropriate)
2) Assistance to local governments in the development and implementation of access management plans and programs. (as appropriate)
3) Assistance in development and implementation of local and multi-jurisdictional bicycle/pedestrian plans. Includes guidance of work on feasibility studies and analyses for active trail projects and on-street facilities. Also includes assessment of funding opportunities and constraints for bicycle and pedestrian facilities, and

inclusion of appropriate bike/ped treatments in projects added to the TIP in accordance with the OKI complete streets approach. An updated edition of the OKI Bike Route Guides for the four Ohio counties will be published. Maintenance of a traffic count database for selected locations of cyclist and pedestrian travel will be continued. (6/12)

4) Administration of OKI's Urban Area Transportation Enhancement Program. (6/12)
5) Assistance to local governments and organizations in developing and implementing Safe Routes to School programs (as appropriate).
6) Participation in the annual transportation planning/traffic engineering seminar. Publication of the periodic electronic newsletter on regional bicycle and pedestrian issues. Presentation of related professional webinar sessions for practitioners and local officials. (as appropriate)
7) Distribution of miscellaneous data products, census materials, bike, mapping and safety products to citizens and public and private organizations. (6/12)
8) Transit planning assistance to any of the transit systems in the OKI Region consistent with identified needs, including Human Services Transportation Coordination, as required under SAFETEA-LU. (as appropriate)
9) Evaluation of Specialized Transportation Program applications and annual inspections of vehicles previously awarded under the program. (6/12)

PROFESSIONAL DEVELOPMENT

The UPWP budget includes a contingency for one staff to attend a currently unspecified professional development activity related to short range planning.

The UPWP budget includes funding for one staff member to attend the Association of Pedestrian and Bicycle Professionals professional development seminar in 2011.

602 - TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

To develop an effective, staged multi-year program that identifies and prioritizes transportation improvements. Projects are to be consistent with transportation plans and studies developed through the urban transportation planning process; the program is fiscally and air quality constrained.

PREVIOUS WORK

The OKI Board of Directors adopted the FY 2012 - 2015 Transportation Improvement Program (TIP) in April 2011. The Funding Application and Instructions for OKI-Allocated STP, CMAQ and SNK Federal Funds were revised in January 2010 and approved by the Board of Directors. The revision included changes to several existing factors and the addition of new factors used in ranking projects for Ohio, Kentucky and Indiana projects. The Prioritization Subcommittee reviews the applications and makes recommendations to the Intermodal Coordinating Committee (technical advisory committee), which makes recommendations to the OKI Board of Directors/Executive Committee.

METHODOLOGIES

1) The TIP is a planning document that provides a complete listing of all intended federally funded or regionally significant transportation projects for a four-year period. A new TIP was adopted in April 2011 and covers the planning horizon of fiscal years 2012 through 2015. Staff continues to monitor projects in the TIP and attends project review meetings conducted by ODOT, KYTC and INDOT. Staff works with ODOT-District 8 to lock-down projects for the upcoming fiscal year and INDOT-Seymour District for Early Consultation of highway projects planned for Dearborn County (conducted under 685.1)
2) The TIP is a dynamic document that requires numerous amendments during a fiscal year. Staff remains responsive to the needs of the program and prepares amendments and administrative modifications to the TIP as needed. The OKI Intermodal Coordinating Committee (ICC) reviews TIP amendments and makes recommendations to the OKI Executive Committee or the Board of Directors. The ICC approves TIP Administrative Modifications as outlined in OKI Resolution 2008-15 adopted by the Board of Directors on April 10, 2008.
3) Staff will continue to refine the web-based tools that allow the public to search the OKI TIP in an interactive manner. The online TIP (TIP on demand) has been updated since its inception to be more user-friendly.
4) OKI will prioritize projects in the OKI region seeking TRAC funds.
5) Staff continues to prepare an annual list of obligated highway, transit and planning projects funded with federal funds in accordance with 23 U.S.C. § 450.332.
6) Annually the MPO is required to self certify that the agency is conducting the requirements of the 3C Planning process required under Title 23.

PRODUCTS

1) Continued review of transportation projects in the FY 2012 – 2015 TIP. Staff will monitor and expedite projects in the region using OKI allocated federal funds through meetings with ODOT, KYTC, INDOT and local sponsors; work with ODOT District 8 to lock-down projects for fiscal year 2013. (as necessary)
2) TIP Amendments and TIP Administrative Modifications. (as necessary)
3) Continued refinement of the TIP on Demand on the OKI website. (as necessary)

4) Regional prioritization of TRAC applicant projects. (as necessary)
5) An annual listing of obligated highway, transit and planning projects funded with federal funds will be published within 90 days of the end of the fiscal year. (10/1/11)
6) Annual self certification of the metropolitan planning process (5/12)

PROFESSIONAL DEVELOPMENT

OKI does not anticipate any professional development activities requiring out of state travel for this element.

605 - SURVEILLANCE

OBJECTIVE

One of the objectives is to develop and maintain, on the appropriate update cycle, the basic data essential to transportation planning activities. Such a database represents current conditions within the region and permits comparison to previous as well as forecast periods to determine the impact of changing development and travel patterns. Types of data to be maintained include trends in demographic and land use activity; the transportation system level of service and utilization; impacts on the natural resource base, including air quality and energy; and travel data. Another objective is to maintain the validity and operation of a travel demand model.

The travel demand model should be able to simulate the current trip making behavior and travel patterns. The travel demand model should be able to assess the impacts of proposed changes in land uses, transportation system, travel demand management strategies, and transportation control measures. The majority of the basic data now resides in GIS format, therefore maintaining existing datasets and building new GIS datasets to support transportation planning activities is a vital part of this work plan.

PREVIOUS WORK

Transportation system characteristics have been identified, inventoried, and updated continuously. Those characteristics of the roadway system associated with the level of service and capacity of the system include: the roadway configuration, posted speed, pavement width, number of lanes, intersection control, and turning lanes or prohibitions. The data is maintained in a street centerline based file and updated as needed. For transit systems the characteristics include the location and frequency of bus service that permit the definition of system capacity. The transit routing, schedule and ridership information were collected from the transit operators in the region. Measures of system utilization including traffic counts, travel time and bus ridership counts have also been maintained. In addition, model input parameters such as fuel consumption rates, parking costs, auto operation costs, bus fare, emission rates, accident rates, and trip generation characteristics were updated as necessary.

The travel pattern data was collected in 1995. The data was collected for 3,000 households in the region. The data was used for travel demand model calibration in 1998 and 2002.

The travel demand model was developed initially in the mid-1970s. Over the years, using newly acquired travel data, new elements were added and methodologies were enhanced to make the model more accurate and easier to use. In 2002 the model was expanded to cover OKI and MVRPC (Dayton) areas. Model elements for trip distribution and modal choice phases were re-calibrated and a new truck trip model was introduced. In 2003-2005 enhancements were made in response to peer review of the travel mode. In 2006/2007 the model was converted to the CUBE/VOYAGER platform and was validated against year 2005 conditions.

The highway networks were consolidated and conflated to be consistent with street centerlines to allow for true shape display in 2005. In addition, with these integrated/conflated networks, the transfer of data between street centerline file and highway network files can be performed properly. This is the first step toward the ability to create the highway networks automatically using street centerline file.

OKI continues to enhance its traffic simulation capability as an extension of its existing travel demand model. The enhancement of this capability is in response to the increasing demand for the evaluation of local transportation improvement projects that are too small to properly evaluate with the traditional regional travel demand model. Traffic simulation allows the visualization of these important projects, such as additional turn lanes, access management, and the integration of pedestrian movement and transit. Simulation has been integrated with the travel demand model, allowing for the benefit of seeing traffic forecasts in the simulation environment. Staff is utilizing the CUBE Dynasim software by Citilabs and has incorporated sub-area modeling, signalized intersections and 3D rendering into the simulation process.

An operational GIS has been developed, the necessary hardware and software have been purchased and initial datasets have been acquired or developed. An enterprise geodatabase has been implemented with the use of Microsoft SQL Server and ArcSDE. ArcGIS Server has been configured to support online access to OKI's GIS through various web mapping applications.

Geographic datasets have been developed and used to generate base maps for analysis, presentation and documentation. The geographic data include street centerlines, rail lines, bike trails, hydrology features, analysis area boundaries, and political/administrative boundaries.

Interactive online web mapping applications for the TIP and TIP prioritization process have been developed.

METHODOLOGIES

1) Maintain and update transportation system characteristics data. The regional database includes transportation supply and demand characteristics (capacity and utilization. Computer software will be developed or acquired to facilitate this task. Additional transportation system characteristics data will be generated as needed to support OKI's transportation/air quality planning and traffic engineering technical assistance program to units of local government. This will include traffic data collection and processing.
2) Update travel data. Trip making data will be collected for the households in the region. The data will include household characteristics, trips made and their characteristics (trip purpose, mode, time, etc.). The data will be analyzed and used for travel demand model design/calibration. Consulting firms have been contracted to collect this data, as part of FY09 task 665.6. A transit on-board survey will be conducted (see 665.7).
3) Maintain, refine and enhance OKI travel demand and air quality models to represent state-of-the-practice capabilities. The activities involved include incorporating EPA's MOVES, streamlining model operation, improving data summary tabulation/plotting/reporting capability, evaluating and improving model methodologies, updating/refining the model equations based on the trip origin-destination data collected from previous surveys and updating model documents. In addition, new modules/procedures will be added to the model to enable it to assess the impacts of TDM/TSM strategies and to perform financial analysis. OKI will incorporate ODOT's capacity calculation methodologies into the model. In addition, work to research the type/structure of the next generation of models and the data

needed to develop a selected model structure will be continued. A strategy for developing the next travel demand model will be undertaken. Continue development of an integrated workflow between the travel demand model and OKI's GIS.

4) State data center (Ohio Dept. of Development, Kentucky State Data Center, Indiana Business Research Center) county level population control totals will be reflected in the final adopted Transportation Plan and air quality conformity determination and associated travel demand modeling procedures. Any variation from the state data center county level population control totals, for the Transportation Plan and Conformity Determination will require substantial documentation, including interagency consultation. State data center population control totals are not required for transportation and land use alternatives scenario planning. Track zonal level residential and commercial development activity to identify areas of growth and/or change in land use.
5) Assist U.S. Census Bureau on census work. OKI will assist the Census Bureau in providing data, processing census data and reviewing census products. OKI will respond to census related data requests from local government, business, academia and the public. Create new traffic analysis zone boundaries for submission to the U.S. Census Bureau for their development of transportation-related data (2010 Census Transportation Planning Package) as well as for use in the OKI travel demand model.
6) Maintain existing GIS databases. Continue adding and enhancing attribute data where needed by the OKI travel model and related transportation planning activities.
7) Maintain licensing and technical support for GIS software. Attend annual ESRI user conference, state GIS conferences, local GIS user group meetings, and other GIS training as needed. Upgrade GIS hardware as required.
8) Continue development of environmental databases and maps to support transportation planning elements, especially as they relate to consultations on the transportation plan.
9) Develop additional internet and/or intranet web mapping applications to display OKI GIS database information. Maintain the ESRI Developers Network subscription for the purpose of testing and developing online mapping applications.
10) OKI will continue enhancement of traffic simulation capabilities including its application to selected sub-areas as appropriate. Explore methods to improve accuracy of simulations as compared to observed conditions. Purchase additional software and hardware to incorporate technological advancements into the simulation process. Maintain technical expertise in the latest advancements in travel modeling and traffic simulation by participating in user conferences and other training as appropriate.
11) The OKI GIS is the primary data warehouse for many regional datasets related to transportation. As such OKI is a valuable resource within the regional community as it relates to safety and security for transportation infrastructure. OKI staff will explore ways to expand its role as a regional data source for such critical datasets.

PRODUCTS

1) Updated transportation system characteristics data files, and travel data files, including traffic counts on roadways that are included in the OKI Model Network. This includes 2010 updates to the model's highway and transit networks. (6/12)
2) Updated model components of the OKI Travel Demand Model. This includes integration of transit on-board survey and household travel survey information into

the model. Preparation for updates to socioeconomic data files reflecting 2010 Census. (6/12)

3) An updated/refined/enhanced travel demand/air quality model. Streamlined internal workflow for presenting Travel Demand Model data. (on-going)
4) Revised zonal socioeconomic (SE) files for 2005, 2010, 2020 and 2040 (as needed). SE files based on respective state data center county population forecasts for use in Plan or air quality conformity determinations.
5) Providing support to the U.S. Census Bureau and processing of data requests from local governments, citizens and others (as requested). Updated traffic analysis zones for use by the U.S. Census Bureau in their development of the 2010 Census Transportation Planning Package as well as for use in the OKI travel demand model. (8/11)
6) Updated geographic databases. (on-going)
7) Up-to-date GIS software. (6/12)
8) Environmental spatial databases and maps. (as appropriate)
9) New online web mapping applications. (6/12)
10) Traffic simulation products in support of overall planning process. Enhanced 3-D visualization presentations and techniques. (as appropriate)
11) Participation in regional homeland security efforts such as the Emergency Preparedness Collaborative. Improved GIS data sharing and collaboration within the regional homeland security community. (on-going)

PROFESSIONAL DEVELOPMENT

1) The UPWP budget includes three staff members to attend the TRB Innovations in Travel Modeling Conference. (location tentative) (5/12)
2) The UPWP budget includes one staff member to attend the Citilabs Futura User Conference. (11/12)
3) The UPWP budget includes one staff member to attend the Transportation Research Board Annual Meeting. (1/12)
4) The UPWP budget includes two staff members attending the ESRI International User Conference. (7/12)
5) The UPWP budget includes one staff member attending the ESRI Developer's Summit. (3/12)
7) The UPWP budget includes one staff member attending the Ohio and Kentucky State Data Center Meetings and an unspecified Census related workshop.
8) The UPWP budget includes two staff members attending the Ohio GIS Conference one member attending the Kentucky GIS Conference and one staff member attending the Indiana GIS Conference. (3/12)
9) The UPWP budget includes a contingency for unspecified software training for one staff member.

605.5 – TRANSPORTATION & HOMELAND SECURITY: OKI

OBJECTIVE
Develop and implement a regional Geographic Information System (GIS) which is capable of supporting Homeland Security and Transportation planning efforts in and across the Greater Cincinnati Region.

PREVIOUS WORK
In cooperation with each of the eight counties that make up the OKI region, a base map of GIS data has been assembled which acts as a framework of regional GIS layers. These framework data include layers such as political boundaries, land ownership or parcels, hydrography or water bodies, transportation, orthoimagery and digital elevation data and are the foundation for many agencies' daily business that should be collected once, and made accessible for use by multiple governmental agencies.

The Hamilton County Emergency Management Agency (HCEMA) working on behalf of regional emergency management agencies, known as Southwest Ohio Southeast Indiana Northern Kentucky (SOSINK), has identified a need for GIS layers to support situational awareness as it relates to homeland security, across the Greater Cincinnati Region. Many of the GIS layers (Multi-purpose layers) also serve as a valuable input for the transportation planning process. Therefore, by HCEMA and OKI working jointly to develop these critical information layers, each agency can realize a cost and time savings. Ultimately, the Greater Cincinnati Region benefits from this coordination by being better prepared to respond to emergency situations.

The following geographic layers have been developed: airports, bridges, fire & EMS stations, hospitals, police stations, rail crossings, schools and urgent care facilities. A beta version of the online mapping system has been developed and is currently being tested by emergency responders throughout the region.

For data sets that are within the OKI region and have a business use to OKI, OKI will charge to element 605.5 and 50% of the cost will be billed to HCEMA. For data sets that are outside the OKI region or do not have a business use to OKI, OKI will charge to element 605.6 and HCEMA will reimburse 100% of the cost to element 605.6.

METHODOLOGIES
1) Develop additional GIS layers, as outlined in the OKI/HCEMA Memorandum of Understanding to support the implementation of a regional GIS capable of supporting Homeland Security and transportation planning efforts across the Cincinnati Region.
2) Develop online mapping application to support the use and dissemination of data.

PRODUCTS
1) New GIS layers used to support cooperative transportation planning and Homeland Security efforts. (ongoing)
2) Online mapping viewer capable of presenting a Common Operating Picture for the Region. (6/12)

PROFESSIONAL DEVELOPMENT OKI does not anticipate any professional development activities requiring out of state travel for this element.

605.6 – TRANSPORTATION & HOMELAND SECURITY: HAMILTON CO. EMA

OBJECTIVE

Develop and implement regional Geographic Information System (GIS) data sets which are capable of supporting Homeland Security efforts in and across the Greater Cincinnati Region.

PREVIOUS WORK

The Hamilton County Emergency Management Agency (HCEMA) working on behalf of regional emergency management agencies, known as Southwest Ohio Southeast Indiana Northern Kentucky (SOSINK), has identified a need for GIS layers to support situational awareness as it relates to homeland security, across the Greater Cincinnati Region. Many of the GIS layers (Multi-purpose layers) required to provide situational awareness for the region also serve as a valuable input for the transportation planning process. Therefore, by HCEMA and OKI working jointly to develop these critical information layers, each agency can realize a cost and time savings. Ultimately, the Greater Cincinnati Region benefits from this cooperation and coordination by being better prepared to respond to emergency situations.

The following geographic layers have been developed: assisted living facilities, bottling facilities, cameo facilities, communications centers, dams, EMA offices, emergency sirens, gas stations, ice manufacturers, red cross shelters and water rescue assets.

For data sets that are within the OKI region and have a business use to OKI, OKI will charge to element 605.5 and 50% of the cost will be billed to HCEMA. For data sets that are outside the OKI region or do not have a business use to OKI, OKI will charge to element 605.6 and HCEMA will reimburse 100% of the cost to element 605.6.

METHODOLOGIES

1) Develop additional GIS layers, as outlined in the OKI/Hamilton County EMA Memorandum of Understanding, to support the implementation of a regional GIS capable of supporting Homeland Security and transportation planning efforts in and across the Greater Cincinnati Region.

PRODUCTS

1) New GIS layers used to support planning and Homeland Security efforts. (ongoing)

PROFESSIONAL DEVELOPMENT

OKI does not anticipate any professional development activities requiring out of state travel for this element.

610.1 - LONG RANGE PLANNING: SYSTEM MANAGEMENT

OBJECTIVE

A main theme of metropolitan transportation planning has always been the need to invest transportation resources in improving the management and operation of the transportation system and expand on consultation and ways to improve interagency and public involvement. This concept embraces not only the notion of improving the system's efficiency by mitigating congestion and expanding its carrying capacity, but also of improving the delivery of existing and planned services. OKI will continue and/or undertake initiatives to improve system management and operation, which will include, but not necessarily be limited to, the following tasks:

METHODOLOGIES

1) The Regional Transportation Plan will be updated commensurate with federal planning provisions. The planning horizon will be extended to 2040.

   In concert with the directives of 23 CFR Metropolitan Transportation Planning, this update will present a plan to maximize the utility of the existing transportation facilities and services to reduce congestion and increase travel choices. Like its predecessor, the plan continues to place emphasis on community impacts and public participation. Year 2040 socioeconomic forecasts will be developed and used as the foundation of this update. Issues to be addressed as part of this transportation planning process include supporting economic vitality, increasing safety, increasing accessibility and mobility, providing for improved goods movement, protecting the environment, enhancing intermodal connectivity, promoting efficiency, preserving the existing transportation system, transportation security and the connection between the infrastructure and land. Work for the 2040 Plan will begin in July 2011 and be completed by June 2012.

   Staff will also publish a Modal Transportation Needs Document. The document will make use of current inventories of modal networks and challenges and reassess recommended improvements included in the agency's planning documents.
2) Metropolitan planning organizations like OKI must maintain a focus on managing the existing infrastructure. OKI will work with all levels of agencies and the public to discuss how all modes in the existing system can be managed and operated more efficiently. OKI will continue to participate in regional, state and national forums to identify procedures for addressing federal and state planning requirements. OKI will consider environmental effects in its planning process through consultations that involve a comparison of the proposed transportation plan with environmental information and a discussion of potential environmental mitigation strategies that are regional in scope. OKI anticipates the need to understand the relationship between transportation, climate change and livability. Staff will continue to explore the potential performance measures and data needs associated with climate change and livability.
3) For measuring system performance and providing data for the congestion management process (CMP), OKI will continue to evaluate traffic quality information of roadways in the 2,298 mile CMP network using a combination of information from OKI's travel demand model and collected travel time information. Travel time information will continue to be collected for 1,168 miles of the CMP network, according to a four year cycle consistent with the transportation plan update cycle.

OKI will contract for a rental car for this purpose. The direct expenses include $1,200 for the rental car, $150 for gas for the rental car and $205 insurance for coverage on OKI's policy. Approximately 300 miles of travel time data have been collected in each year since 2002, with a complete cycle of travel time data collection completed every four years. Travel time information is maintained in a database. Following each data collection cycle, a CMP Findings and Analysis Report will be completed. The report evaluates the CMP network based on established performance measures and recommends appropriate strategies to address deficient locations. The findings contained in the report will continue to be integrated into the TIP and long range transportation planning processes.

4) 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. All federally-funded ITS projects must conform to a Regional ITS Architecture that meets all requirements of the federal ITS Architecture and Standards rule. OKI updated the ITS Plan in March 2008. OKI will host and maintain the region's web-based architecture.
5) OKI staff is active in planning studies in the region. This element provides for start-up activities for new corridor studies managed by OKI or studies not managed by OKI but where staff participation is appropriate. It also provides for special studies or analysis including but not limited to benefit/cost analysis which enables communities to more fully evaluate the impacts of transportation projects and programs.
6) OKI will maintain and update crash data on the transportation system to monitor existing conditions. The GIS-based database includes recent crash records on state and federal highways in Ohio, Kentucky and Indiana. Coordination with each DOT will continue. Database and GIS software will be utilized to locate high crash concentrations and segments of roadway with high crash rates. Performance of a limited number of safety studies for ODOT and other agencies will be conducted as resources permit. Support the newly initiated Highway Safety Improvement Program (HSIP) by coordinating efforts with KYTC, ODOT and INDOT in executing their State Strategic Highway Safety Plans (SHSP).
7) OKI will provide project level traffic forecasts and turning movements as requested utilizing the regional travel model and other software as appropriate.
8) Staff will continue to engage the freight community and explore opportunities to partner. Staff will provide project management and oversight to the Regional Freight Plan development.

PRODUCTS

1) *OKI 2040 Regional Transportation Plan* (6/12). Modal Transportation Needs Document (6/12)
2) Coordination with ODOT, KYTC, INDOT, local governments and major transit agencies on options for improving the management and operation of the existing system. Participation in regional, state and national forums on transportation planning issues. Consultations with appropriate state and local agencies on the development of the transportation plan and continued development of a discussion of potential environmental mitigation strategies that are regional in scope. Staff will

identify potential performance measures and data needs associated with climate change and livability. (ongoing)

3) A Congestion Management Process Findings and Analysis Report will be completed. The report will utilize the latest travel time and congestion information to evaluate the systems roadways based on established performance measures and recommend appropriate congestion reduction strategies (10/11). Travel time surveys in FY 2012 will focus on the region's interstate highways included in the Congestion Management Process network. (06/12)
4) Update of OKI's Intelligent Transportation Systems (ITS) Plan (3/12). Hosting and maintaining the region's web-based ITS architecture and ITS Plan. Support of the Regional Incident Management Task Force. (ongoing)
5) Project development activities for future corridor or special studies. Other special studies or analysis including but not limited to benefit/cost analysis of proposed transportation improvements (as appropriate)
6) Identification of high crash concentrations locations (as needed). Performance of a limited number of safety studies for ODOT and other agencies as requested. Cooperation with ODOT, KYTC and INDOT in the review of their SHSP (as needed).
7) Project level traffic forecasts and turning movements as requested utilizing the regional travel model and other software as appropriate.
8) Regional Freight Plan (8/11) and support for implementing the recommendations of the Plan. (ongoing)

PROFESSIONAL DEVELOPMENT

The budget includes:
One staff member to attend the Ohio Traffic Engineering Workshop (10/11)
Two staff members to attend the Ohio Freight Conference (9/11)
Two members to attend the KY Freight Conference (4/12)
One staff member to attend the APA National Conference (5/12)
One staff member to attend an unspecified ITS workshop
One staff member to attend an unspecified planning conference

610.4 – LONG RANGE PLANNING: LAND USE

OBJECTIVE

To implement the Strategic Regional Policy Plan through guidance and assistance to local governments as local comprehensive planning efforts occur and as local standards and development criteria are created.

SAFETEA-LU and its successor, recognizes the importance of understanding the linkage between transportation policy and investment with land use and development. This understanding requires the integration of economic development and natural environment considerations. OKI will continue to advance long range land use planning by advancing guidance, tools and technology and information to better inform local governments in the region on land use decisions made locally.

PREVIOUS WORK

The OKI Board of Trustees adopted a Strategic Regional Policy Plan (SRPP) in April 2005. Implementation of this plan for growth and development is taking place pursuant to an action plan and timeline established in FY 06 and updated in FY 09. Implementation is being accomplished by various jurisdictions and organizations on a voluntary basis and by OKI.

The plan recognizes that the optimal place for the integration of transportation, land use, capital budgeting, and economic development planning and policies is the local government comprehensive plan. In FY 06 staff created a guidance document for comprehensive plans entitled "Effective Elements of a Comprehensive Plan" as a first step toward implementing the SRPP. Many of the plan's policies call for implementation tools that supplement this guidance document and to work toward bringing about more consistency between local land use planning and regional transportation planning.

In FY 10 OKI provided a fiscal impact analysis model (FIAM) for use to ten local government jurisdictions in the region which had participated in the development of the model beginning in FY 08. OKI developed a partnership program for other participants in the region to access and utilize the FIAM in FY 10.

OKI implemented SAFETEA-LU mandates for environmental protection by facilitating consultations with federal and state officials in FY 10 and local officials responsible for land use management in FY 11.

OKI received Preferred Sustainability Status recognition for FFY 11 based on scoring received in FFY 10 on an application submitted for the Regional Sustainable Community Grant program.

METHODOLOGIES

1) Continue education efforts about regional land use trends on traffic congestion, air quality, travel times, and energy consumption. Target audiences will include local elected and appointed officials, planners, developers, and government decision-makers. Consultation with state and local land use agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation will occur as appropriate.
2) Update data and trends relied upon by the Strategic Regional Policy Plan and identify any Strategic Regional Issues necessary for reconsideration based on changes in data or trends.

3) Continue implementation of the Strategic Regional Policy Plan by refining and continuing distribution of local comprehensive plan guidance, sample ordinances and collateral materials, such as surveys and research products about neighborhood redevelopment, economic vitality and best practices for improving community sustainability Provide technical assistance and encourage the use of these resources in order to promote land use patterns that support multimodal travel alternatives, reduced trips, and use of available roadway capacity in urban areas.
4) Research and compile regionally significant and relevant green infrastructure strategies for local government consideration in long range planning efforts. Strategies that maximize efficiency, reduce long term capital expense and maintenance costs and are considered locally feasible will be of primary focus.
5) Manage the process of incorporating additional user data into OKI's Fiscal Impact Analysis Model and promote the use of the model to communities throughout the OKI region and other regions.
6) Consult with appropriate state and local agencies on the development of the transportation plan and continue developing a discussion of potential environmental mitigation strategies that are regional in scope. Consultations will include consideration of regionally-significant environmental resources and natural systems.

PRODUCTS

1) Documentation of presentations and consultations about the land use/transportation relationship, trends and distributed materials. (ongoing)
2) Documentation of research on new data impacts for each affected Strategic Regional Policy Plan Strategic Regional Issue (SRI), report on SRIs evaluation findings and documentation on stakeholder engagement.
3) Surveys and research materials to supplement the comprehensive plan guidance document about neighborhood redevelopment, economic vitality and sustainability best practices. Documentation of distribution of local comprehensive plan guidance, sample ordinances, and collateral materials and of technical assistance provided (ongoing).
4) Research materials and documentation of distribution of green infrastructure strategy research to local planners, administrators and officials.
5) Additional data and analysis for new partners using the fiscal impact analysis model and documentation of model promotion. (ongoing)
6) On-going coordination with state and local agencies for comparing the proposed transportation plan with environmental information and continued discussion of potential environmental mitigation strategies and locations that are regional in scope. (ongoing)

PROFESSIONAL DEVELOPMENT

The UPWP budget includes three staff members to attend the National American Planning Association Conference, three staff members to attend a state chapter American Planning Association Conference and one staff member to attend the National Green Infrastructure Conference.

610.5 – FISCAL IMPACT ANALYSIS MODEL

OBJECTIVE

To continue to maintain and make refinements to the OKI Fiscal Impact Analysis Model. Transportation investment stimulates economic development and land use change. A fiscal impact analysis model implements OKI's Strategic Regional Policy Plan by increasing local governments' understanding of the costs and benefits of development. A fiscal impact analysis model helps local governments to capitalize on the potential land use changes related to these transportation investments by analyzing the costs and benefits of alternative land use scenarios. A fiscal impact analysis model uses local government budgetary, land use, population and employment statistics to estimate costs and revenues of development using current local government budget data.

The use of this model also furthers the objectives of SAFETEA-LU. The use of this fiscal impact analysis model facilitates better coordination and planning between the MPO and local officials. Partnering with local governments to provide a tool for measuring development impacts promotes consistency between transportation improvements and local planned growth and economic development patterns.

As communities begin to understand the associated costs and revenues of development through the fiscal impact analysis model, they will be better able to plan for needed increases in transportation investment to serve new development or to remedy existing deficiencies. This can impact the regional transportation funding process and make more efficient use of tax dollars at the local, state and federal levels.

PREVIOUS WORK

The Fiscal Impact Analysis Model is a tool recommended by the Strategic Regional Policy Plan for OKI to provide for use throughout the region. Research on fiscal impact analysis models began FY06 and development of the OKI Fiscal Impact Analysis Model (FIAM) framework was completed in FY10.

In FY10 OKI provided the FIAM for use to ten local government jurisdictions in the region which had participated in the development of the model beginning in FY08. OKI developed a FIAM Partnership Program for other participants in the region to access and utilize the FIAM in FY10.

METHODOLOGIES

1) Manage the refinement of the fiscal impact analysis model for participating local governments.
2) Research and develop Fiscal Impact Analysis Model refinements and expanded functionality deemed necessary and appropriate as the FIAM continues to be used by local governments.
3) Continue to provide technical assistance to existing users.

PRODUCTS

1) 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. (ongoing)
2) Documentation of expanded functionality. (ongoing)
3) Documentation of technical assistance provided. (ongoing)

611.5 – FISCAL IMPACT ANALYSIS MODEL – WEB-BASED MAINTENANCE & STARTUP

OBJECTIVE

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. The web-based FIAM is designed to allow users to save work for future reference requiring the ongoing management of saved information for individual users. In order to ensure the maximum utilization of the web-based interface, improvements and upgrades are frequently necessary. The web-based FIAM also requires adjustments as new partners communities join the program.

PREVIOUS WORK

The Fiscal Impact Analysis Model is a tool recommended by the Strategic Regional Policy Plan for OKI to provide for use throughout the region. Research on fiscal impact analysis models began FY06 and development of the OKI Fiscal Impact Analysis Model (FIAM) framework was completed in FY10.

In FY10 OKI provided the FIAM, including a web-based version of the FIAM, for use to ten local government jurisdictions in the region which had participated in the development of the model beginning in FY08. Following the development of the FIAM, the consultant team was hired to maintain the web-based FIAM and manage the information saved by users. The work of the consultant team also included refinements to certain functions and output displays generated by the FIAM that improve the intuitiveness and usability of the FIAM for users.

METHODOLOGIES

1) Consultant will be hired to make refinements and updates to the web-based FIAM as needed. (ongoing)
2) Staff will update user data to the web-based FIAM as necessary. (ongoing)
3) Staff will upload data to the web-based FIAM for new partner communities. (ongoing)

PRODUCTS

1) A continuously functioning and accessible web-based Fiscal Impact Analysis Model. (ongoing)
2) A report citing the users updated and the type of information including financial, demographic, and/or geographic, updated for each user, as applicable. (ongoing)
3) Creation of new data sets for each new partner community. (ongoing)

625.2 – TRANSPORTATION SERVICES: PARTICIPATION PLAN

OBJECTIVE

To incorporate Title VI and Section 504 of the Rehabilitation Act of 1973, along with other environmental justice (EJ) concerns, into OKI's planning process. OKI will continue to implement a Participation Plan utilizing traditional methodologies as well as exploring new methodologies relative to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, age, disability or income.

PREVIOUS WORK

OKI has developed a comprehensive Title VI based policy relative to environmental justice concerns and established an Environmental Justice Advisory Committee (EJAC) to assist staff with the implementation of its Participation Plan in all transportation plans and projects. The OKI Participation Plan was adopted by the OKI Board of Directors in June 2007, revised February 2008 and amended May 2010.

METHODOLOGIES

1) Create and execute participation strategies and plans for OKI studies and programs. The effectiveness of the Participation Plan will be periodically reviewed.
2) Enhance the participation process; strengthen community-based partnerships, and provide the environmental justice populations recognized by OKI with opportunities to learn about and improve the quality and usefulness of various transportation modes in their lives.
3) Work with the Intermodal Coordinating Committee (ICC) to develop criteria and measurement tools for the environmental justice components when awarding Surface Transportation Program (STP) and CMAQ funds and evaluating projects to be advanced through the planning process.
4) Coordinate and execute OKI internal and external communications activities involving transportation issues to the public, media, elected representatives, and government officials as well as business and industry-related organizations to enhance and support OKI's transportation planning processes.

PRODUCTS

1) Updated Participation Plan as needed. Customized outreach plans for major OKI studies and projects. (as needed)
2) Annual program compliance review will be conducted. (06/12)
3) Input to the TIP and Long-Range Plan project evaluation process. (as needed)
4) Public outreach and collateral materials. (06/12)

PROFESSIONAL DEVELOPMENT:

The budget includes:
One staff person to attend the APA National Conference. (4/11)
One staff person to attend the Ohio Transportation Engineering Conference. (10/11)
One staff person to attend the Kentuckians for Better Transportation Conference. (1/12)

665.1 SPECIAL STUDIES: OKI REGIONAL FREIGHT PLAN–CONSULTANT SERVICES

OBJECTIVE
To create an intermodal, multimodal freight plan for the OKI region.

PREVIOUS WORK
The OKI 2030 Regional Transportation Plan recommends that OKI plan for efficient multimodal freight movement that enhances the region's environmental and economic conditions. In the past, OKI has inventoried the region's freight system and highlighted the movement of goods in two reports, *Freight Transportation Study (1997)* and *Urban Goods Movement (1987)*. Both reports served as an adequate baseline of freight information but a more comprehensive, detailed and interdisciplinary analysis is necessary to effectively understand the significance of freight on the OKI region.

METHODOLOGIES
The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) of 1998 and the subsequent SAFETEA-LU call for an increased emphasis on freight initiatives. OKI will create a regional freight plan that meets the needs of the region while adhering to past and present federal legislation.

The purpose of this work is to prepare a multimodal, intermodal freight plan for the three states, eight county OKI region that enhances the mobility of both people and goods while mitigating the negative impacts on mobility, safety, environment and quality of life. The main objectives will be the:

- Collection of base freight data that will support an on-going regional freight planning function.
- Preparation of study reports that inventory, forecast, evaluate, and identify freight needs and challenges facing our region.
- Development of solutions that address challenges and facilitate efficient freight movement within, to, from and through the OKI region.
- Evaluation of the costs and benefits of proposed solutions.
- Prioritization of long-, med- and short-term improvements.
- Development of a regional consensus on the priority of freight-related programs and projects.
- Expansion of stakeholder participation in the OKI planning process.
- Public and private education on the importance of regional freight planning.

A major undertaking and cost of this study will be acquiring sufficient freight data from private stakeholders via surveys and interviews so that current and future freight movements within the OKI region can be understood.

OKI competitively selected Parsons Brinckeroff as the consultant for this project and engaged their services in July 2010. With a project timeline of 12 months, the majority of work tasks have been completed in FY 2011.

PRODUCT
1) Final OKI Regional Freight Plan. (8/11)

665.2 – SPECIAL STUDIES: BRT CONSULTANT CONTRACT

OBJECTIVE

To evaluate the potential application for bus rapid transit (BRT) facilities in the region.

PREVIOUS WORK

TANK, OKI's 2030 Regional Transportation Plan, OKI's Congestion Management Process and the 2003 Kenton County Transportation Study identified BRT as a promising strategy for reducing congestion and improving mobility. Several general locations have been identified where demand for enhanced bus service is high and significant benefits could be achieved.

METHODOLOGIES

OKI and local transit partners will investigate the potential of implementing BRT in the OKI region. BRT uses a combination of advanced technologies, infrastructure and operational investments to provide faster speeds, significantly better reliability and increased customer convenience. BRT's high quality, high capacity bus service makes use of the flexibility and cost effectiveness of rubber tired buses and the exclusive right-of-way efficiency and service amenities of rail transit. Consultant services will be retained for this activity. Federal funding for the project will be Ohio STP and Kentucky PL provided by OKI. Non-federal cash match will be provided by stakeholders. OKI will manage the study.

PRODUCT

Final report including identification of high priority BRT corridors and project recommendations.

665.4 – SPECIAL STUDIES: REGIONAL CLEAN AIR PROGRAM

OBJECTIVE

To continue the Regional Clean Air Program designed to reduce outdoor pollution levels through outreach and education in order to protect public health, the local economy and attain national ozone and particulate matter standards.

PREVIOUS WORK

OKI's Regional Clean Air Program educates the general public, media, businesses and local governments about ground level ozone and particulate matter pollution. This program, which emphasizes voluntary actions, is focused on Butler, Clermont, Hamilton and Warren counties in Ohio; Boone, Kenton and Campbell counties in Kentucky and Dearborn County in Indiana.

Various activities of the program have included:

- aggressive media relations and advertising efforts to keep the smog issue at the forefront of local radio, television and newspaper reporting and
- strategic event marketing activities aimed at educating a vast portion of the public.

METHODOLOGIES

1) OKI will continue outreach and education efforts within the region. Although smog season is primarily from May to September, the program will work throughout the year to develop its "do your share for cleaner air" message as well as educate audiences on particulate matter issues. Since smog reduction can be achieved through a variety of actions, several audiences will be targeted including the local media, government and businesses, citizens and employers. Event marketing, advertising, public relations and other avenues of creating awareness will be utilized.

PRODUCTS

1) An outreach program geared toward the reduction of pollutants in the eight county urban air shed. (ongoing)

PROFESSIONAL DEVELOPMENT

The UPWP budget includes one staff member to attend the USEPA's National Air Quality Conference. (3/12)

FUNDING

"Third-party in-kind contributions" in the form of advertising contributed services will be used as match for the Kentucky share of the program. Refer to Table 3 of the Budget for details.

667.1 – COMMUTER ASSISTANCE SERVICES: RIDESHARE

OBJECTIVE

To provide transportation alternatives to commuters within the Tri-state area; thereby promoting energy conservation, reducing traffic and pollution, saving money and helping to preserve the quality of life for those who live in the OKI region.

PREVIOUS WORK

Since 1980, the RideShare program has been reducing traffic congestion, improving air quality and ensuring mobility by encouraging the region's commuters to carpool, vanpool or use public transit. The major components of the RideShare program are the ride-matching database, vanpooling, marketing and public awareness.

The ride-matching database is continually updated and accepts applications from commuters in the OKI region and surrounding counties. Commuters can either call 241-RIDE or fill out an online application at www.rideshareonline.org.

OKI has marketed the RideShare program through a variety of means including radio, television, print advertisements, employer campaigns and special events.

METHODOLOGIES

1) RideShare will maintain a current, accurate database of participants, their origin and destination points, work hours and other key information. Match-lists will be provided to applicants by the following business day.
2) The OKI RideShare program promotes alternative transportation such as carpooling, vanpooling and public transportation. This is accomplished by providing information and financial incentives to individuals and companies.
3) The Guaranteed Ride Home (GRH) program provides registered carpoolers, vanpoolers and transit customers with a ride home in emergency situations at a minimal cost.
4) The marketing of the program will be evaluated based on cost, effectiveness and feasibility. Public awareness of the program will be raised through community and special events and employer presentations.
5) OKI will work with Hamilton County to cross promote the OKI RideShare program and Banks Intermodal Center (BIC) High Occupant Vehicle Parking Program.
6) RideShare will maintain a current, accurate database of carpool groups utilizing the BIC parking subsidy. RideShare will use information provided to OKI by Hamilton County on a monthly basis to prepare reports annually and at the conclusion of the 3-year pilot program documenting the usage rates.

PRODUCTS

1) A detailed report of database activities such as additions and counts of applicants provided with match-lists. (on-going)
2) Retain existing vanpools through rider recruitment and form new vanpools to reduce single-occupant vehicles from Tri-state roads. (on-going)
3) An accurate GRH database and an efficient reimbursement program. (on-going)
4) Execution of an annual marketing plan outlining the most effective approaches to increase awareness and participation in all aspects of the OKI RideShare program. (on-going)
5) Promotion and support of the BIC subsidized HOV parking program. (on-going)

6) Annual and final report of BIC subsidized HOV parking program to include at minimum daily usage, number of commuters in carpool and estimated daily round trip miles. (annually 4/30)

FUNDING

"Third-party in-kind contributions" in the form of advertising contributed services will be used as match for the Kentucky share of the program. Refer to Table 3 of the Budget for details.

667.2 – BANKS INTERMODAL CENTER HOV PARKING PROJECT

OBJECTIVE

To provide 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.

METHODOLOGIES

Through a three year experimental pilot program OKI will provide up to $500,000 for the program. Hamilton County, owners of the BIC will operate and promote the program. A minimum of 20% of the total project cost representing the non-federal match will be provided by the County. This match will be in the form of contributed services based on the value of operating the program.

A significant public investment has been made in infrastructure at the Cincinnati Banks riverfront development including transportation funds for the Banks Intermodal Center (BIC). The BIC provides preferential parking for carpools and vanpools. OKI proposes to substantially elevate the regional RideShare program by providing subsidized preferred parking for 300 vehicles at the BIC. This program will help to maximize the benefit of the public investment already made at the Banks and fully utilize the facilities for the public good. The BIC HOV parking is envisioned to play an expanded role in the central riverfront area serving a growing commuter market. The area will become the foundation for the vibrant intermodal center serving commuters and event attendees.

1) Hamilton County will coordinate with OKI to cross promote the BIC High Occupant Vehicle Parking Program and the OKI RideShare program.
2) Hamilton County will provide usage data to OKI on a monthly basis so that OKI can prepare performance reports annually and at the conclusion of the 3-year pilot program.

PRODUCTS

1) Operation and promotion of the BIC subsidized HOV parking program (on-going subject to the 3 year pilot project length or the duration of the funding)
2) Monthly usage reports to OKI (on-going monthly - subject to the 3 year pilot project length or the duration of the funding)

674.1/674.2 – JARC/NEW FREEDOM COORDINATED TRANSPORTATION PLAN

OBJECTIVE

The objective of this program is to implement the requirements of SAFETEA-LU for more coordination and identification of special transit programs for elderly individuals and individuals with disabilities (Section 5310), job access and reverse commute (Section 5316) and the New Freedom Program (Section 5317). A designated recipient is required for each urbanized area to manage the "Coordinated Plan" and develop a prioritization process to review and rank applications for the 5316 and 5317 programs.

PREVIOUS WORK

OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky. During FY2007, OKI developed the Coordinated Plan for the OKI Region which was adopted by the Board of Directors on August 9, 2007. In addition, a competitive selection process was adopted that provides guidelines for reviewing and ranking applications for Sections 5316 and 5317 capital, operating and planning funds from qualified applicants in the Cincinnati urbanized area. The inventory section of the Coordinated Plan was updated in the spring of 2009. A JARC/New Freedom Oversight Team provides guidance in managing the JARC and New Freedom programs. OKI staff time for processing invoices from sub-recipients is funded through this work element. Payments for the transportation services provided by the sub-recipients come directly from the New Freedom pass through grants.

METHODOLOGIES

1) Hold meetings of the JARC/New Freedom Oversight Team, as needed, to provide guidance and oversight in managing existing and proposed JARC and New Freedom Programs. Meetings with other recipients, as needed, to effectively manage the JARC/New Freedom projects that OKI directly manages.
2) Maintain ongoing review and update of the existing Coordinated Plan.
3) Prepare quarterly progress reports for FTA describing the status of projects funded with JARC and New Freedom grants. Sub-recipients prepare monthly progress reports to OKI indicating how they are complying with federal reporting requirements, which are included in the template supplied to the sub recipients.

PRODUCTS

1) Meetings of the JARC/New Freedom Oversight Team and other recipients of JARC/New Freedom funds. (as needed)
2) Update of the existing Coordinated Plan. (6/12)
3) Prepare quarterly progress reports in the TEAM system of FTA (quarterly) which include information from sub-recipients.

PROFESSIONAL DEVELOPMENT

The UPWP includes a contingency for one staff to attend a currently undetermined professional development activity related to JARC/New Freedom programs.

674.4 – NEW FREEDOM PASS THROUGH

OBJECTIVE

The objective of this program is to implement the requirements of SAFETEA-LU for more coordination and identification of special transit programs for elderly individuals and individuals with disabilities under the New Freedom Program (Section 5317).

PREVIOUS WORK

OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky. During FY2007, OKI developed the Coordinated Plan for the OKI Region which was adopted by the Board of Directors on August 9, 2007. Payments for the transportation services provided by the sub-recipients come directly from the New Freedom pass through grants.

METHODOLOGIES

1) 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, Wesley Community Services and Senior Services of Northern Kentucky. OKI, will pass through funds to taxi service providers and collect monthly or quarterly progress reports for the program.

PRODUCTS

1) Oversight, funding and requisite reporting for the provision of taxi service by private providers.

674.5 MASS TRANSIT EXCLUSIVE: SORTA PLANNING STUDIES

OBJECTIVE

Conduct planning and programming activities to advance the quality of service to transit users within the SORTA service area.

PREVIOUS WORK

SORTA has actively participated in numerous studies and coordination activities for the I-471 and Uptown Transportation studies and the Cincinnati Streetcar project.

METHODOLOGIES

SORTA will coordinate with area agencies including OKI to advance the needs of transit in the region by participating in key planning studies undertaken by other organizations and OKI's Intermodal Coordinating Committee.

PRODUCTS

1) Monitor Existing Fixed-route Service – Monitor existing service to determine strengths, weaknesses, and potential improvements within the context of current funding; prepare responses to potential service improvements identified by customers and SORTA personnel; identify potential new markets and develop plans for new services and facilities to respond to changing conditions.
2) Transit Hub Development – If funds are awarded, secure consultant to complete a site analysis and environmental assessment for the Uptown/ University Transit Center.
3) Shuttle Development – Depending on final decision by City, develop shuttle plan to connect parking lots on western edge of City to large employment centers in eastern sector of downtown.
4) Rail Projects – Continue to participate in design and construction activities of Cincinnati Streetcar project. Carry out grants management and reporting requirements for federal and state funding awarded to City of Cincinnati. Prepare an operations plan that analyzes functional responsibilities and assigns them to the appropriate entity. Assess funding sources and develop financial management plan for funding of annual operating costs. Participate in Uptown Streetcar Alternatives Analysis and coordinate with Uptown Transit Center recommendations.
5) Corridor and Transportation Study Participation and Assistance – Continue to participate in corridor studies and other major transportation initiatives including the Eastern Corridor, I-75 interchange reconstruction, Western Hills Viaduct Reconstruction, Revive 75, Brent Spence Bridge, and Agenda 360.

674.6 MASS TRANSIT EXCLUSIVE: TANK PLANNING STUDIES

OBJECTIVES

TANK planning will focus on three objectives in fiscal year 2012. The first is to begin implementation of a two-year JARC project that focuses on planning for coordinated suburban reverse-commute service in Northern Kentucky. Secondly, TANK will continue to administer ongoing planning practices such as the Substandard Route Review, Service Request Process, and the maintenance of TANK GIS/GPS data. Finally, TANK will complete a Transit Network Study Update.

PREVIOUS WORK

At the end of FY 2011 TANK completed, with *local funding*, the multiple internal planning initiatives listed below.

- Calendar year 2009 Substandard Route Review
- Service Request Process Recommendations
- Participation in regional planning studies

METHODOLOGIES

Locally funded planning activities that will be conducted by TANK in FY 2012 include:

1) Completion of Calendar Year 2011 Substandard Route Review.
2) Administration of ongoing Service Request Process.
3) Maintenance of applications for GIS/GPS data
4) Participation in Regional Studies—TANK staff will continue to participate in regional studies in FY 2012 including: the Brent Spence Bridge Replacement Project, the I-471 Corridor Study, and several NKAPC small area studies.

Federally funded planning activities that will be conducted by TANK in FY 2012 include:

1) JARC grant/project implementation which involves a two-year JARC project that focuses on planning for coordinated suburban reverse-commute service in Northern Kentucky

PRODUCTS

1) Updated Substandard Route Review and Service Request Information

674.7 - MASS TRANSIT EXCLUSIVE: MIDDLETOWN TRANSIT PLANNING STUDIES (MTS)

OBJECTIVE

Perform the outlined planning activities so that the collected data and updated procedural plans results in a guide for MTS's direction. Work performed by MTS**.**

PREVIOUS WORK

MTS will have completed the following work by the end of FY 2011.

- Evaluation of new service routes and implement refinements as required
- Comprehensive operational analysis for internal & agency reports
- Evaluation of after hours dial a ride service for improvements
- Participation in regional coordination efforts
- Passenger surveys and data evaluation

METHODOLOGIES

Planning activities to be conducted by MTS in FY 2012 include:

1) Hire a Consultant to perform a long range Transit Development Plan
2) Comprehensive operational analysis
3) Passenger service satisfaction studies
4) Participation in regional studies and coordination efforts at OKI and the Transit

PRODUCTS

1) Long range development plan for bus service in Middletown and surrounding area
2) Operational indicators for benchmarking, MTS performance management system, system refinements and reports to funding agencies. (ongoing)
3) Evaluation of passenger responses to services
4) Participation in regional public transportation efforts. (ongoing)

674.8 – CLERMONT TRANSPORTATION CONNECTION

OBJECTIVE

Ongoing evaluation of services to maximize efficiency. Improve everyday operations through analysis of services and how they are provided to the public.

PREVIOUS WORK

In FY 2011 CTC participated in OKI's transit on board survey (TOBS) and park-and-ride surveys for the Ohio and Kentucky portion of the OKI Region. Updated surveys are essential to improve the OKI Travel Model's ability to predict transit usage. FTA's New Starts program requires current survey data be part of the regional travel model in order to be eligible for federal funding of major transit fixed guide way projects.

METHODOLOGIES

CTC will continue participation in the region's transit planning activities at OKI as a member of the ICC. CTC will be engaged in the regional discussion about bas rapid transit and the multi-modal planning activities of the Eastern Corridor.

PRODUCTS

1) Updated transit travel pattern data for the CTC service area for use in the OKI Travel Demand Forecasting Model.
2) Ongoing analysis of CTC planning and service operations.
3) Participation in regional planning activities at OKI.

674.9 MASS TRANSIT EXCLUSIVE: BUTLER COUNTY REGIONAL TRANSIT AUTHORITY (BCRTA) PLANNING STUDIES

OBJECTIVE

BCRTA State FY2012 planning activities will support BCRTA Board of Trustees' and the Transit Alliance of Butler County's mutual efforts to identify transportation needs in Butler County and leverage available resources to effectively and efficiently meet those needs.

PREVIOUS WORK

In 2010, BCRTA increased trips directly provided by almost 50% from 2009, continued its brokerage services and contracted park-and-ride services to/from downtown Cincinnati. The following planning initiatives were completed using local funds:

- Design and introduction of a commuter Middletown-Oxford Shuttle under contract with the City of Middletown. Introduction of on-demand Middletown night service under contract with the City of Middletown. Design and introduction of a successful Job Shuttle (funded in part with a JARC grant). Continuation of a successful Medical Shuttle (funded, in part, with a New Freedom Grant), introducing night service for medical trips in 2010.
- Securing of Surface Transportation Program (STP) funds for technology upgrades to increase scheduling efficiency and performance. Award of contract. Effective use of ARRA supported projects to make necessary investments in facilities and equipment.
- Evaluation of Board-adopted performance metrics focused on safety, customer-focus, efficiency, proper allocation of resources, and employee satisfaction. Update of website and customer information materials. Participation in regional planning studies.

METHODOLOGIES

Locally funded planning activities that will be conducted by BCRTA in FY 2012 include:

1) Seeking opportunities to enhance a "mobility management" approach to publicly supported transportation services in Butler County including expanded brokerage and joint maintenance services.
2) Expanding ridership on existing and new services through analyzing opportunities to better customize service to meet need.
3) Overseeing the contract to implement a complete Mobile Data Terminal (MDT)/Automatic Vehicle Location solution for the BCRTA fleet (80% federal $)
4) Improving community awareness and appreciation of existing and new general public transit services in Butler County. Seeking partnerships for a commuter Oxford-Hamilton Shuttle. Continuing participation in regional public transportation efforts.
5) Updating of facility and vehicle maintenance plans.

PRODUCTS

1) New and expanded services for target markets.
2) Increased ridership.
3) Improvements in service efficiency.
4) Increased coordination of publicly funded transportation services in Butler County.
5) FTA compliant vehicle and facility maintenance plans.

684.9 – OHIO EXCLUSIVE: EASTERN CORRIDOR STUDY PART B

OBJECTIVE

To advance the implementation of the Locally Preferred Strategy for the Eastern Corridor.

PREVIOUS WORK

A recommended plan for the Eastern Corridor was adopted by the OKI Board in December of 1999 and subsequently incorporated into the Metropolitan Transportation Plan. In December 2000, funding was made available for the Preliminary Engineering phase, which will be conducted under the auspices of the Hamilton County Transportation Improvement District. The funding agencies for the PE/EIS phase have formed an Eastern Corridor Implementation Group to oversee the PE/EIS and its implementation, which includes representatives from OKI, ODOT, Hamilton and Clermont County TID's, the City of Cincinnati, and SORTA. The Eastern Corridor Partners were formed to assist in the development of the recommended plan. ODOT is now serving as the project manager.

METHODOLOGIES

OKI will participate in the Eastern Corridor Partners and its bi-monthly meetings to guide preliminary engineering and develop strategy to advance project implementation in the Eastern Corridor. The work is being performed under ODOT PID 22970.

PRODUCT

Efforts to support local initiatives to advance transportation projects recommended for the Eastern Corridor. (as appropriate)

685.1 - INDIANA EXCLUSIVE: DEARBORN COUNTY TRANSPORTATION PLANNING (CPG)

OBJECTIVE

The objective of this work element is to conduct the 3C planning process for Dearborn County, Indiana.

PREVIOUS WORK

The Dearborn County components of UPWP, TIP and *OKI 2030 Regional Transportation Plan* are successfully incorporated into OKI's 3C planning process. OKI also provided assistance and information to Dearborn County and INDOT for programming improvements. The *2030 Regional Transportation Plan Update – 2008* was adopted by the OKI Board in June 2008. In FY 2009 projects from the American Recovery and Reinvestment Act were amended into the Plan.

The Hamilton County Emergency Management Agency (HCEMA) working on behalf of regional emergency management agencies, known as Southwest Ohio Southeast Indiana Northern Kentucky (SOSINK), has identified a need for GIS layers to support situational awareness as it relates to homeland security. Many of the GIS layers (Multi-purpose layers) required to provide situational awareness also serve as a valuable input for the transportation planning process.

OKI provided considerable assistance and information to Dearborn County and INDOT for programming improvements. Coordination and review of the INDOT US-50 Study and the SR-48 to SR-1 Connector Study occurred under this element. In FY11 Environmental consultations were conducted with state and local agencies for considering the transportation plan's potential environmental effects and how adverse effects might be avoided. The Fiscal Impact Model development was conducted in FY2009 and FY2010. Dearborn County FIAM maintenance occurred in FY2010 and FY 2011. In FY2011 OKI initiated the development of a regional freight plan which included Dearborn County stakeholder involvement.

METHODOLOGIES

1) Conduct the 3C planning process for Dearborn County, including continued active management of the Transportation Improvement Program (TIP), the *OKI 2030 Regional Transportation Plan* (Plan), this *Unified Planning Work Program* (UPWP) and other obligations such as participation in the Indiana MPO Council, Annual List of Obligated Projects, quarterly tracking reports, etc. Staff will undertake an update of the Plan during FY12 for a target adoption date of June 2012.
2) Provide technical assistance to Dearborn County and INDOT related to mobile source emissions. Air quality conformity determinations for Lawrenceburg Township are included in this element as needed. The nonattainment portion of Dearborn County includes Lawrenceburg Township, the City of Greendale and the City of Lawrenceburg.
3) Work cooperatively with INDOT and Dearborn County in the project development process (PDP), compliance with ADA requirements, and special projects such as federal stimulus programs and freight planning. Provide technical assistance to member governments.
4) Coordinate with INDOT regarding functional class designation of roadways and highway performance monitoring system (HPMS).

5) Maintain the Dearborn County portion of the OKI Regional Travel Model, Geographic Information System and homeland security planning activities. Perform data collection activities to support these efforts including traffic, employment and other data as necessary.
6) The OKI Participation Plan will be maintained and executed in consultation with stakeholders to provide reasonable and streamlined opportunities to comment on issues before the OKI Board of Directors, elected officials, INDOT and FHWA.
7) Provide for the Dearborn County portion of staff project management of the implementation and maintenance of the fiscal impact assessment model.
8) Coordinate with state and local agencies to develop information and conduct discussions that provide for environmental consultations (i.e. planning and environmental linkages) on the development of the transportation plan.

PRODUCTS

1) Incorporation of Dearborn County projects in the OKI TIP (on-going), updated Regional Transportation Plan (6/12), amended Plan as necessary, FY2013 UPWP, Annual Completion Report (9/30/11), quarterly tracking reports (on-going), Indiana MPO Council participation (ongoing) and Annual List of Obligated Projects (1/15/12)
2) Perform mobile source emission estimates and Air Quality Conformity determinations for Lawrenceburg Township (as necessary)
3) Participate with INDOT and Dearborn County on the project development process (PDP), including special programs such as federal transportation stimulus programs and the OKI Freight Plan and technical assistance (on-going)
4) Participation in functional class designation and HPMS efforts (as requested)
5) Enhanced travel model and new GIS layers used to support transportation planning and Homeland Security planning efforts. (ongoing)
6) Maintenance and execution of the OKI Participation Plan (on-going)
7) Support services associated with the fiscal impact assessment model (as needed)
8) Discussions that provide for environmental consultations on the transportation plan (ongoing)

NOTE: This element includes discretionary PL funds made available through INDOT and the Indiana MPO Council.

PROFESSIONAL DEVELOPMENT

The UPWP budget includes one staff member attending the Indiana GIS Conference in a TBD city in Indiana (3/2012) and two members attending the Indiana MPO Conference.

686.3 – KENTUCKY EXCLUSIVE: SAFETY, OPERATIONAL & SPECIAL STUDIES

OBJECTIVE

This work element is intended to respond to the need for safety, operational and special studies identified by interagency consultation between OKI and KYTC.

PREVIOUS WORK

Previous studies included operational and safety studies of US-27 in Campbell County, Turkeyfoot Road in Kenton County and US-42 in Boone County. County transportation plans were completed for Kenton, Campbell and Boone counties in April 2003, September 2003 and November 2005 respectively. In FY 2009 OKI staff developed traffic simulation for the KY-8 corridor through a portion of Bellevue and Dayton. The US-42 corridor in Florence was also analyzed in FY 2009. In FY10 and FY11 staff developed a pilot project for KYTC and FHWA known as the KY High Risk Rural Road Program.

METHODOLOGIES

The studies will utilize existing data and field review to document existing conditions including safety, geometrics and operational characteristics and will develop improvement strategies. Locations to be studied will be determined in cooperation with KYTC personnel.

OKI will continue participating in northern Kentucky transportation planning activities with KYTC and communities including participation in the Dixie Fix Oversight Team, the City of Covington Transportation Task Force updating and maintaining the Cabinet's Project Identification Forms (PIFs) and Unscheduled Projects List (UPL). Staff will assist in the education of local governments regarding the LPA process and the requirements for administration of federal-aid projects. Staff will collect and process data for special studies including but not limited to the Kentucky High Risk Rural Road Program and any other work mutually agreed to by OKI and KYTC.

PRODUCT

Prepare a plan that outlines potential solutions that address safety and operational needs. (6/12). Participation in planning studies and activities as appropriate. OKI will also maintain current Project Identification Forms (PIFs) for all Kentucky projects recommended in the *OKI Regional Transportation Plan*. PIFs will be maintained and revised per guidelines established by KYTC. OKI will maintain and revise the Unscheduled Projects List (UPL), for Kentucky projects identified through OKI's planning process. Assistance to local governments regarding the LPA process and the requirements for administration of federal-aid projects. Collection and processing of traffic and safety data used for planning purposes. (6/12)

695 – UNIFIED PLANNING WORK PROGRAM

OBJECTIVE
Development of the Fiscal Year 2013 Unified Planning Work Program (UPWP).

PREVIOUS WORK
The Fiscal Year 2012 Unified Planning Work Program (UPWP) outlined the scope of work to be undertaken by OKI for the period beginning July 1, 2011 and ending June 30, 2012. The 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. 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.

METHODOLOGIES
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. Activities associated with creating the program descriptions, reproduction and dissemination are provided for under this work element. Draft UPWP will be submitted in electronic format. Final program will be printed documents when requested.

PRODUCTS
1) Draft FY2013 UPWP (3/12).
2) Update Memorandum of Understanding among the applicable entities identifying their mutual responsibilities per 23 CFR 450.314. (as necessary)
3) Monthly progress, annual completion, and expenditure reports. (as required)
4) FY2013 Unified Planning Work Program (5/12)

697.1 – TRANSPORTATION PROGRAM REPORTING

OBJECTIVE

To provide to the public a transportation report summarizing the major activities of the transportation planning process.

PREVIOUS WORK

OKI prepared a transportation summary in FY09, FY10 and FY11 as part of the agency's annual program reporting.

PRODUCT

Transportation Annual Summary (6/12)