

INTRODUCTION



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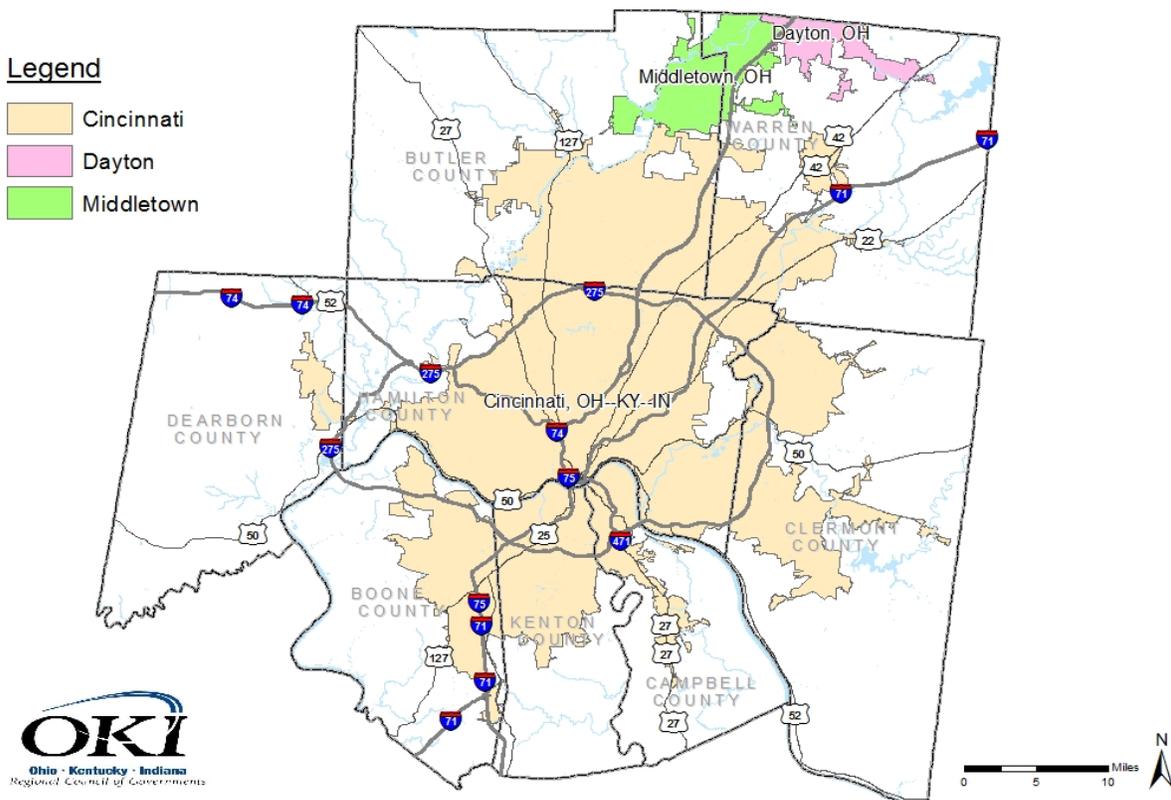
The Fiscal Year 2018 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2017 and ending June 30, 2018. OKI serves as the Metropolitan Planning Organization (MPO) for the Greater Cincinnati region. This document illustrates the relationship between adopted goals, objectives and program activities. It outlines the general nature of these program elements, which are summarized by general categories, and are referenced to specific projects by project number. Planning activities, products and a budget is provided for each program element. Also included in this document is the agency Prospectus which provides the agency structure, committee memberships and key interagency agreements.

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. The current federal regulation that guides MPOs in developing an annual UPWP for the purpose of programming, scheduling, and managing metropolitan transportation planning activities for the program year is in 23 134(a), (f) and 49 USC 5303(a), (b). The primary federal regulations are 23 CFR 420.109, 23 CFR 450.308, 49 CFR 613 and 23 U.S.C. 150(c).

PLANNING AREA

The OKI region embraces an area of 2,636 square miles, with a population of 1,999,474 (2010 Census) in Butler, Clermont, Hamilton and Warren counties in the State of Ohio; Boone, Campbell and Kenton counties in the Commonwealth of Kentucky; and Dearborn County in the State of Indiana.

OKI Planning Area



PLANNING PRIORITIES

The FY 2018 transportation planning program emphasizes the implementation and documentation of the activities which will advance the region's ability to meet the future travel needs of the OKI region.

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 the process. More specifically it is the intent of the program to address the goals of the *OKI 2040 Regional Transportation Plan* which are consistent with the metropolitan planning factors outlined in the federal transportation legislation Fixing America's Surface Transportation (FAST) Act. 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. OKI staff, in coordination with USDOT, ODOT, KYTC and INDOT, will continue the performance-based planning efforts initiated in FAST Act. Performance Targets will be established addressing performance measures in 23 U.S.C. 150(c) and coordinating on targets related to Transit Asset Management and Transit Safety.

- 1) Maintain a long range transportation plan to serve as a guide for transportation investment and service decisions.
 - Maintain, refine, and amend as necessary the *OKI 2040 Regional Transportation Plan*, including the travel demand model, in conformance with the requirements of the CAAA and FAST Act and/or its successor. Continue and expand an active performance-based planning component of the planning process.
 - Consideration of non-motorized modes of travel to increase the number of trips for utilitarian 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.
 - Continuation of transportation system management (TSM) and 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.

- 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.
 - Investigation of innovative financing mechanisms, both public and private, to improve the ability of local governments to implement needed transportation improvements.
- 5) Assist in implementation of specific transportation projects.
 - Serve as the designated recipient for FTA's Specialized Transportation Program (Section 5310).
 - Evaluate local social service agency applications for 5310 funding.
 - Develop and maintain a coordinated transit plan for the region consistent with JARC/New Freedom and 5310 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 transportation facilities and programs throughout the region.
 - Assist in the planning, programming, and implementation of projects funded by the STP, TA and CMAQ programs.
 - Promote and facilitate the implementation of 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.
 - Partner with state DOT's on regional traffic and ITS operations programs for implementation of cross jurisdictional traffic signal timing, operation, maintenance and freeway active traffic management.
 - Arrange and conduct seminars and/or develop educational materials for county, township and municipal staff and officials. Topics would include access management, participation planning, 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.
 - Continuation of the planning and implementation requirements of the Americans with Disabilities Act (ADA).
 - 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. Continue freight planning and improvement in the efficiency of intermodal freight operations.
- 8) Involve a broad spectrum of agencies and the public, including underserved communities in all aspects of transportation planning. OKI will maintain a robust participation plan.

RESPONSIBLE PARTY

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. OKI's procurement

procedures are consistent with (Federal Super Circular) 2 CFR 200. Transit section 674 is the responsibility of the respective transit agencies.

SUPPORT AND ASSISTANCE FROM THE STATES & FEDERAL AGENCIES

The Ohio Department of Transportation, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, the FHWA and FTA 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. OKI has **planning agreements** with state DOT's and transit agencies. These can be found in the Prospectus on the OKI web site.

SUMMARY OF KEY AGENCY PROGRAMS AND ACTIVITIES

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

Unified Planning Work Program (UPWP) (Update Schedule: Yearly; Next Update: May 2018)

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

OKI Regional Transportation Plan (RTP) (Update Schedule: every four years; Next Update: June 2020)

The OKI Board of Directors adopted the OKI 2040 Regional Transportation Plan on June 9, 2016. The Plan is amended as necessary. The Plan meets all the requirements of the FAST Act federal planning regulations. The Plan is required to be updated every four years and serves as a blueprint for transportation projects in the region through the year 2040. At the same time, it responds to FAST Act and Clean Air Act requirements that call for mitigating congestion, optimizing safety, and addressing air quality and other environmental, social and financial issues.

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

Transportation Improvement Plan (TIP) (Update Schedule: every two years; Next Update: April 2019)

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

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

Transportation Air Quality Conformity and Emissions Analysis

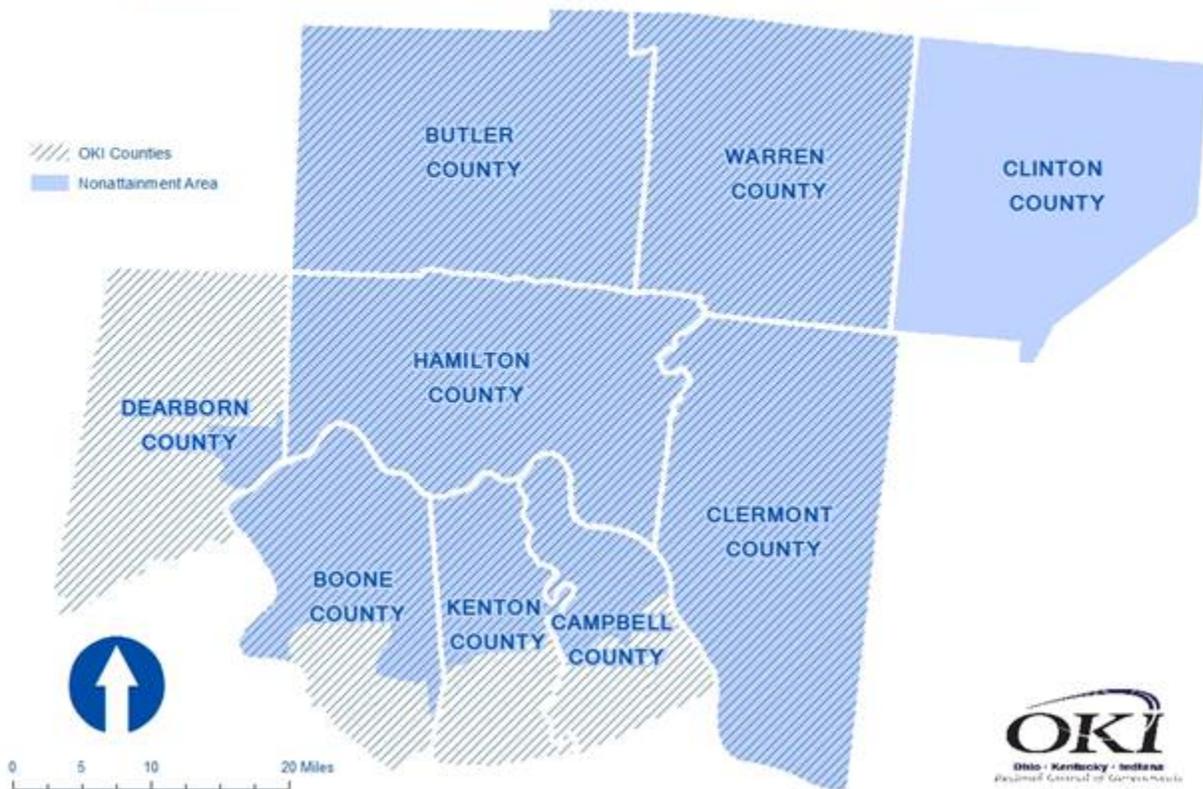
In May 2016, the U.S. EPA made a determination of attainment for the Cincinnati area 2008 8-hour ozone area.

Approval of the submitted maintenance plans are required before a redesignation to a maintenance area. The Cincinnati ozone area includes Lawrenceburg Township in Dearborn County Indiana, portions of the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren. Clinton County is outside of the OKI region, but is part of the maintenance area. The Ohio Department of Transportation (ODOT) is the lead planning agency for Clinton County.

In October 2016, U.S. EPA revoked the 1997 annual PM_{2.5} standards for fine particulates. With the revocation of that standard, areas that have already been redesignated to attainment for the 1997 annual PM_{2.5} standards, transportation conformity no longer applies. The Ohio and Indiana portion of the Cincinnati area is still designated nonattainment for PM_{2.5} and will continue to demonstrate PM_{2.5} conformity.

OKI has coordinated the process of developing local emission reduction strategies in support of the air quality State Implementation Plans. OKI has provided the state agencies with mobile source emissions data. OKI has performed transportation air quality conformity analysis for the region's MTP and TIP, most recently for the 2040 Regional Transportation Plan in 2016. OKI has developed procedures to integrate updates to the EPA Motor Vehicle Emissions model (MOVES) into the travel modeling process. OKI has analyzed the air quality and energy benefits of all candidate transportation projects subject to OKI's project prioritization process, as well as the Ohio statewide urban CMAQ process.

Cincinnati-Middletown-Wilmington OH-KY-IN Ozone Nonattainment Area - 2008 Ozone Standard



Corridor and Special Studies

OKI has been a leader both regionally and nationally in initiating and managing corridor studies. Since 1997, 19 corridor and/or special studies have been completed by OKI. The latest is the Bright 74 Study which was completed in 2017. The corridor studies permit detailed evaluation of problems and potential solutions.

Transportation System Management (TSM)

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

Congestion Management Process (CMP)

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

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

The CMP also identifies and evaluates appropriate congestion management strategies for the improved safety of the existing and future transportation system. OKI produces a comprehensive CMP analysis report every four years, coinciding with the development of OKI's Metropolitan Transportation Plan. The last CMP analysis report was completed in November 2015. The 2015 report documents the procedures and findings from the fourth 4-year data collection cycle that was completed in December 2014 and compares transportation system performance to the 2011 and earlier data.

Transit Planning Assistance

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

Specialized Transportation

OKI is actively involved in the review of Specialized Transportation Program applications from private, nonprofit agencies in Butler, Clermont, Hamilton and Warren counties. Each year, OKI prioritizes funding requests for projects from applicants. The Job Access Reverse Commute/New Freedom planning coordination efforts commenced in FY2006 and staff completed the first JARC/New Freedom "Coordinated" Plan as a product of a previous UPWP. The Plan produced a coordinated approach to transit/paratransit investments for the region. An update of the 2012 Coordinated Plan will be undertaken in FY16. Under MAP-21 the New Freedom program has

evolved into what is now the 5310 Program. OKI has been identified by the governors of each of the three states as the designated recipient to administer the 5310 transit funds for private, non-profit entities.

Transportation Alternative Program (TA)

The Transportation Alternative Program continues created under FAST Act. States are required to sub allocate funds to MPO's in urban area. OKI administers a competitive process for the region's counties (by state). OKI continued the successful Ohio TA program and had a call for projects in Spring 2016. Project selection was completed in the Fall of 2016. About \$6 million in TA funding for FY19-FY21 will be awarded. OKI selected eleven projects for the three Northern Kentucky counties in spring 2015 worth about \$840,000.

Technical Services

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

RideShare

OKI's RideShare service has been operational for more than 30 years. RideShare is a voluntary, employer-oriented activity to increase vehicle occupancy, decrease miles of travel and improve air quality. The OKI staff actively promotes and operates RideShare, including providing matching services to area commuters. The strategies include direct marketing to major employers, their employees, the general public, and community groups. Promotional tools include freeway and arterial signing bearing the 241-RIDE telephone number, bus signs, brochures, radio and print advertising and the Guaranteed Ride Home program.

Participation Plan, Title VI, ADA and Section 504

In 2014, the agency adopted an updated Participation Plan OKI is dedicated to ensuring a fair and equitable planning process and business practice. The OKI Participation Plan outlines processes for consultations practices related to the Disadvantaged Business Enterprises (DBE), Title IV and Section 504 of Rehabilitation Act of 1973 requirements. OKI has dedicated staff to ensure compliance with and support of the Council's responsibilities and practices related to these issues.

Strategic Regional Policy Plan

Pursuant to its charge of maintaining a comprehensive, cooperative and continuing transportation planning process, OKI adopted a strategic regional policy plan (SRPP) in 2005. The SRPP was reviewed and updated in 2014. In addition to addressing federal transportation planning mandates, the plan was conceived to save limited tax dollars through better coordination of local land use planning and regional transportation planning. Specifically, the plan encourages land use patterns that promote multimodal travel and the efficient use of land, natural resources, and public facilities. OKI staff continues to work with the Land Use Commission to develop, refine and implement the SRPP Policy Recommendations. Staff will transition all SRPP related guidance tools for online interactive use, research materials to maintain relevancy and supplement as necessary the comprehensive plan guidance about neighborhood redevelopment, economic vitality and sustainability best practices.

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

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

PLANNING EMPHASIS AREAS

Each of the FHWA Division Offices in Ohio, Kentucky and Indiana and FTA Regions IV and V issue Planning Emphasis Areas (PEA's) through their respective state DOT annually. The purpose of the PEAs is to focus our efforts on implementing the programs and reforms of the FAST Act.

OKI FY18 PLANNING EMPHASIS AREAS

State/Emphasis Area	Status	Program Element
Kentucky		
1 Update Planning MOA's to Address Fast Act Requirements		610.1 P 2
a) The MPO, State(s) and provideers of public transportation SHALL jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to:	Ongoing	610.1 P 1, 3, 6
Transportation performance data	Ongoing	610.1 P 1
Selection of performance targets	Ongoing	610.1 P 1
Reporting of performance targets	Ongoing	610.1 P 1
Reporting of performance to be used in tracking progress towards attainment of critical outcomes for the regions of OKI the states	Ongoing	610.1 P 1
Collecton of data for the State Asset Management Plan for the NHS	Ongoing	610.1 P 2, 605.1 P 1,2
2 Assist LPA's in Developing Section 504 ADA Transition Plans		610.1 P 2
3 Development of Multimodal Plans	Ongoing	610.1 P 1
4 Assist the State as needed in the development of the State Asset Management Plan		610.1 P 2
Ohio		
1 Develop performance measures consistent with FAST Act		
a) Coordinating PM's with ODOT and public transit providers	Work in process	610.1 P 1
b) Integrating PM's into long range plan and TIP	Work in process	610.1 P 1,3
c) Developing a process to report PM's	Complete - see OKI website	610.1 P 1
2 Title VI and Environmental Justice		
MPOs should clearly doucument specific activities they are conducting related to Title VI and EJ within their annual work programs	Ongoing	625.2 product 1
MPOs should review their Title VI documentation to verify that everything is up to date.	Ongoing	
3 Initiate Development of Metropolitan Planning Agreements		
a) 23 CFR 450.314 requires MPOs, States and providers of public transportation to determine their mutual responsibilities in carrying out the metropolitan transportation planning process in written agreements.	FY18 activity	610.1 P2

- | | | | |
|----|---|---------------|----------|
| b) | Agreements will include details on performance measures among other items | FY18 activity | 610.1 P2 |
| c) | ODOT will initiate development of agreements with each MPO upon finalization of the performance measures rulemakings. | FY18 activity | 610.1 P2 |

Indiana

1 Performance Based Planning Measures and Targets

- | | | | |
|----|---|----------------------------|-----------|
| a) | Coordinating PM's with INDOT and public transit providers | Work in process | 685.1 P 1 |
| b) | Integrating PM's into long range plan and TIP | Work in process | 685.1 P 1 |
| c) | Developing a process to report PM's | Complete - see OKI website | 685.1 P 1 |
| d) | Work with INDOT to update planning MOA's consistent with 23 CFR 450.314 | | |

2 Title VI Program Management

- | | | | |
|----|--|--|--------------|
| a) | Identify LPA's without a current Title VI Plan | The OKI Application for Funding requires the applicant to document the status of their ADA and Title VI plans. | 685.1 P 5, 8 |
| b) | Monitor Title VI Plan implementation | ongoing | " |

FY 2018 UNIFIED PLANNING WORK PROGRAM HIGHLIGHTS

- 1) **601 Short Range Planning:** Assistance to local jurisdictions including pedestrian and bike planning, Safe Routes to School programs, and the continuation of an active transportation alternatives (TA) program. Assisting in the on-going maintenance of the Regional Trails Inventory.
- 2) **602 Transportation Improvement Program:** Staff will continue an active program oversight. Prioritization of projects to be funded with OKI STP, CMAQ and TA funding. Incorporation of performance measures as required by the FAST Act.
- 3) **605 Continuing Planning - Surveillance:** Continue to refine and enhance the trip-based travel model. Continued development of the tour-based travel demand model including the collection of traffic generator survey data. Continued enhancement of GIS system capabilities. Plan for access to essential services and "Ladders of Opportunity," including multi-modal transportation connectivity gap analyses and plan to address identified gaps in service to underserved populations with an emphasis on low income and minority populations. Other underserved populations will be evaluated as feasible.

- 4) **610.1 Transportation Plan:** Continue an aggressive congestion management (CMP) program and use of INRIX and HERE data. Evaluation of performance-based metrics for the Regional Transportation Plan. Coordination with federal, state, regional, and local agencies to advance the transportation goals for the region. Evaluate new transportation related technologies and an approach for integration of a “New Technologies” element into the OKI project prioritization process Continue to improve functionality of the SRPP and environmental consultations by migration to interactive on-line platform for informing the transportation planning process.
- 5) **610.4 Land Use:** Continue implementation of the Strategic Regional Policy Plan. New partners will be invited to use the fiscal impact analysis model. Comprehensive planning tools and model ordinances will be maintained to assist local governments identifying environmental best practices, development and redevelopment strategies. Assist OEPA, ODOT and local partners on matters related to the VW settlement to identify siting plans for plug in electric vehicles as requested.
- 6) **610.5 Fiscal Impact Analysis Model – Technical Development:** Ongoing maintenance and technical assistance features and functionality of the model.
- 7) **611.5 Fiscal Impact Analysis Model – Web-Based Maintenance & Startup:** Staff will oversee consultant services to provide the web-based FIAM and related services including data upload for new partner communities and backup services for existing clients.
- 8) **625.2 Transportation Services - Participation Plan:** On-going support of area studies, outreach and development of collateral transportation materials will be conducted. Active social media program for informing citizens and businesses about transportation issues. DBE and Title VI related services. Execution of the agency’s Participation Plan.
- 9) **665.4 Special Studies (Regional Clean Air Program):** OKI’s Clean Air Program will once again strive to advance the “Do Your Share for Cleaner Air” message through a variety of media. A public survey will be conducted (consultant services) to gauge awareness of regional air quality issues and to allow for effective decision making as well as expenditure of funds.
- 10) **667.1 Rideshare Activities:** Continue to provide transportation alternatives to commuters within the Tri-State area, thereby providing energy conservation, traffic and pollution reduction and preserving the quality of life in the OKI region.
- 11) **674.1/674.2 JARC/New Freedom Transit Planning:** OKI is the designated recipient for federal funds for Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317). OKI will use the Coordinated Public Transit-Human Services Transportation Plan to select and fund projects.
- 12) **674.3 Transit Planning Activities (5310 Program) -** OKI will administer the 5310 transit funds for private, non-profit entities in a cooperative arrangement with SORTA.
- 13) **674.4 New Freedom Pass Through:** OKI, as the designated recipient for New Freedom funds, is responsible for managing the projects operated by 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 including reports submitted to the Federal Transit Administration’s TrAMS system.
- 14) **674.5/674.6/674.7/674.8/674.9/674.10 Mass Transit Exclusive Planning Studies:** Conduct transit planning and programming activities in the OKI region. Work performed by area transit agencies.
- 15) **685.1 Indiana Exclusive: Dearborn County Transportation Planning:** Work closely with Dearborn County officials, INDOT and FHWA to conduct the metropolitan planning process. Focus on tracking and delivering projects, red flag summaries, ADA and functional class updates.
- 16) **685.2 Indiana Exclusive: Dearborn County Transportation Planning (STP):** Activities associated with the 3C planning process.
- 17) **686.2 Kentucky Exclusive (PL Discretionary):** Consultant contract for the Boone County Transportation Plan.
- 18) **686.3 Kentucky Exclusive:** Staff oversight of the Boone County Transportation Plan Update. Other ongoing activities related to SHIFT, PIF’s and Unscheduled Needs will continue.

- 19) **695.1 Unified Planning Work Program:** Develop, produce and disseminate a FY2019 UPWP that responds to metropolitan transportation planning requirements. Prepare mid-year and year-end performance reports.
- 20) **697.1 Transportation Program Reporting:** A transportation report summarizing the major findings and activities of the OKI transportation planning process.
- 21) **710.1 Local Water Quality Activities:** Provide technical support for local agencies as time and resources permit.
- 22) **710.6 Water Quality Program (Ohio EPA):** Permit consistency reviews, associated plan amendments as appropriate and public information products as detailed in OKI's contract with Ohio EPA.
- 23) **710.9 Water Quality Program (Ohio General Assembly):** Updated Water Quality Management Plan and associated plan amendments.
- 24) **720.1 Mobile Source Emissions Planning:** Conformity analysis for the regional transportation plan and TIP amendments. Quantification of the expected air quality and energy benefits of candidate projects for STP, SNK, TA or CMAQ funding.
- 25) **800.1 Regional Planning Activities:** Analyses of national and regional land development trends, conditions, and issues; and technical assistance on issues including land use, zoning, economic development, housing, water and sewer infrastructure, intergovernmental coordination, capital budgeting, and natural systems. Provide support for the OKI Regional Planning Forum and the OKI Planning Directors' Network.
- 26) **850.5 Energy Planning:** OKI received a funding award and entered into agreement with the Duke Class Benefit Fund Board in FY17 to fund 'A More Efficient and Secure Energy Future through Planning' Program for the Ohio portion of the OKI region. This Program was launched in FY17 and is funded through FY19. OKI partnered with the Greater Cincinnati Energy Alliance (GCEA) to prepare the community energy plans.

TRANSIT AND MULTI-MODAL PLANNING

The OKI FY 2018 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 – (1,3)	13
602	TIP	Program of projects (1-3,6,7)	14
605	Continuing Planning - Surveillance	Collection & integration of transit data into upgraded travel model: (1,2,3,10)	16
605	Continuing Planning Surveillance	Ladders of Opportunity (6)	16
610	Transportation Plan	Coordination with transit agencies (all)	18
610	Land Use	Research and collaboration regarding the connections between transportation & land use (1)	20
625.2	Transportation Services	All	23
667.1	RideShare	Guaranteed ride home program (3)	25
674.1/2	New Freedom/Transit	Program Management (all)	26
674.3	5310 Program	All	27
674.4	New Freedom Pass Through	Pass Through for Taxi Services (all)	28
674.5	Southwest Ohio Regional Transit Authority (SORTA)	Local Transit Agency Planning (all)	29
674.6	Transit Authority of Northern Kentucky (TANK)	Local Transit Agency Planning (all)	30
674.7	Middletown Transit System (MTS)	Local Transit Agency Planning (all)	31
674.8	Clermont Transportation Connection (CTC)	Local Transit Agency Planning (all)	32
674.9	Butler County Regional Transit Authority (BCRTA)	Local Transit Agency Planning (all)	33
674.10	Warren County Transit Authority (WCT)	Local Transit Agency Planning (all)	34
720	Mobile Source Emissions Planning	All	45