

601 – SHORT RANGE PLANNING

GOALS

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.

To utilize the transportation planning expertise and resources of the OKI staff in providing data, technical assistance and planning services.

To administer the federal Transportation Alternatives program for funding sub-allocated to OKI from all three states.

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

METHODOLOGIES

- 1) Technical Assistance – As appropriate, staff may provide technical assistance to local communities in various elements of transportation/bicycle/pedestrian planning, engineering, etc. Activities will also include assembling the region's bike/ped transportation system.
- 2) Transportation Alternatives - OKI administers a competitive Transportation Alternatives program for the region. Transportation Alternatives includes both infrastructure and the Safe Routes to School projects. Information regarding the program will be disseminated to local governments, and technical assistance will be provided on request. OKI will continue to actively seek projects with merit, and will assist applicants through the application and implementation process.
- 3) Transit Planning Assistance - OKI will continue to provide assistance to the public transit systems for planning activities. Specific efforts will be directed toward financial planning, privatization, route analysis, service changes and coordination, and human services transportation coordination. Staff will present transit TIP modifications to the ICC and amendments to the OKI Board of Directors/Executive Committee as needed.

PRODUCTS

- 1) Documentation supporting technical assistance to local communities in various elements of transportation/bicycle/pedestrian planning, engineering, etc. including ongoing maintenance of the regional trails inventory and updated bicycle guide/map. (as needed)
- 2) Administration of OKI's Transportation Alternatives and Safe Routes to School Program. (ongoing)
- 3) 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 MAP-21 and FAST Act. (as appropriate)

PROFESSIONAL DEVELOPMENT

The UPWP budget includes funding for one staff member to attend the Association of Pedestrian and Bicycle Professionals professional development conference in 2017.

GOAL

To develop an effective, 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.

METHODOLOGY

- 1) The TIP is a fiscally constrained planning document that provides a complete listing of all intended federally funded or regionally significant transportation projects for a four-year period. The current TIP was adopted in April 2017 that covers the planning horizon of fiscal years 2018 - 2021. 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 and modifications during a fiscal year. Staff will continue to actively manage the program and prepare amendments and administrative modifications needed. The OKI Intermodal Coordinating Committee 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 2014-04 adopted by the Board of Directors on 1/9/14.
- 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 available via a wide range of mobile devices.
- 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 federally funded 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.
- 7) The FAST Act continues the requirement that MPO Plans and TIP's incorporate performance management processes via national, state and regional goals. Staff will explore ways to determine how TIP investment priorities meet MTP targets. These goals relate to safety, infrastructure condition, mobility and congestion, and environment.

PRODUCTS

- 1) Maintenance of the FY 2018 – 2021 TIP (6/30/18). 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 years 2019 and 2020. (as necessary)
- 2) TIP Amendments and TIP Administrative Modifications. (as necessary)
- 3) Continued refinement of the TIP on Demand on the OKI website and the smart mobile device applications. (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 state fiscal year for Ohio and Indiana projects (9/30/17) and within 90 days of the end of the federal fiscal years for Kentucky projects (12/31/17).
- 6) Annual self-certification of the metropolitan planning process (5/18)
- 7) The TIP will include transportation performance measures which will be tracked and evaluated over time. (ongoing)

PROFESSIONAL DEVELOPMENT

No activities planned.

GOAL

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.

Develop and maintain a travel model capable of estimating current trip making behavior and travel patterns as well as assessing the impacts of proposed changes in land uses, transportation system, travel demand management strategies, and transportation control measures.

METHODOLOGIES

- 1) Maintain and update transportation system inventory data. The regional database includes transportation supply characteristics (capacity and utilization).
- 2) Update travel data. Trip making data was collected for a sample of the households in the region and traffic count data is collected throughout the spring, summer, and fall. The data included household characteristics, trips made and their characteristics (trip purpose, mode, time, etc.). Staff will continue to collect and analyze data and utilize it for travel demand model design and calibration. OKI will contract with consultants for data collection activities required for travel modeling and transportation planning studies.
- 3) Maintain, refine and enhance OKI travel demand, air quality models, and data processing models to represent state-of-the-practice capabilities. The activities involved include 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 surveys and updating model documents. OKI will continue to participate in a review capacity of a project lead by ODOT to develop an activity-based travel model known as the Ohio Disaggregate Modeling System (ODMS) for five large MPOs in the state. This travel demand forecasting model will be developed using the latest specifications and estimate, calibrate and validate the ODMS using 2010 data. Continue development of an integrated workflow between the travel demand model and OKI's GIS.
- 4) The most current state data center (Ohio Department of Development Services, Kentucky State Data Center, Indiana Business Research Center) county level population control totals will be used in air quality conformity determination and travel demand modeling procedures. Track zonal level residential and commercial development activity to identify areas of growth and/or change in land use.
- 5) OKI will assist the Census Bureau in providing data, processing census data and reviewing census products. OKI will develop expertise in utilizing Census products in order to respond to census related data requests from local government, business, academia and the public.
- 6) 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.
- 7) Maintain licensing and technical support for GIS software through an Enterprise License Agreement with ESRI. 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 and/or refinement of GIS databases and maps to support transportation planning elements.
- 9) Develop additional internet and/or intranet web mapping applications to display OKI GIS database information.
- 10) OKI will maintain its traffic simulation capabilities including its application to selected sub-areas as appropriate. 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 continue and if appropriate, expand its role as a regional data source for such critical datasets.
- 12) Investigate additional opportunities for collecting crowd sourced data.

PRODUCTS

- 1) Updated transportation system characteristics data files, including updated highway network, transit network, and other transportation supply data files. (ongoing)
- 2) Updated travel data files, including traffic counts and transit ridership figures. Contract(s) for data collection. Maintain traffic counting equipment and capabilities (potentially by purchasing additional equipment). (ongoing)
- 3) An updated, refined, and enhanced four-step travel demand, air quality model, data processing routines. Implementation and testing of an activity-based travel model known as the Ohio Disaggregate Modeling System (ODMS) (ODOT contract). Streamlined internal workflow for presenting model data. (ongoing)
- 4) Revised zonal socioeconomic files for 2015, 2020, 2030, 2040 (as needed).
- 5) Providing support to the U.S. Census Bureau and processing of data requests from local governments, citizens and others (as requested).
- 6) Building on the framework developed for “Ladders of Opportunity,” finalize criteria for identifying concentrations of underserved populations, locate essential services, and complete techniques for evaluating gaps in service. Test geodata and document program approach. (6/18)
- 7) Up-to-date GIS software. (6/18)
- 8) Updated geographic databases. (ongoing)
- 9) New online web mapping applications. (as needed)
- 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 including presentation to stakeholders and community leaders and funding agencies as appropriate. (ongoing)
- 12) Crowd sourced data collection applications. (as needed)

PROFESSIONAL DEVELOPMENT

- 1) Three staff members to attend the TRB Transportation Planning Applications Conference. (5/18)
- 2) One staff member to attend the Citilabs Futura User Conference. (11/17)
- 3) Two staff members to attend the Transportation Research Board Annual Meeting (1/18)
- 4) One staff members to attend the ESRI Developer’s Summit. (3/18)
- 5) Two staff members to attend the ESRI User Conference. (7/17)
- 6) One staff member to attend two unspecified Census-related workshops.
- 7) Two staff members to attend the Ohio GIS Conference and two members to attend the Kentucky GIS Conference. (9-10/17)
- 8) One staff member to attend Code for America Conference. (11/17)
- 9) Online GIS software training for staff.

610.1 - TRANSPORTATION PLAN

GOAL

To invest transportation resources in improving the management and operation of the transportation system through continued cooperation, communication and coordination.

METHODOLOGIES

- 1) The Regional Transportation Plan was updated in June 2016. In FY 2018 the Plan will be amended as necessary. As part of the Plan, performance measures, targets and reporting will continue in compliance with the requirements of the FAST Act. OKI will continue to coordinate with state and transit agencies to adopt (or continue to monitor and report) measures, targets and progress for safety, infrastructure condition, mobility and congestion, and environment.
- 2) As the Metropolitan Planning Organization for the region, OKI must maintain a focus on managing the existing infrastructure. OKI will work with all levels of agencies and the public to plan for management and operations of all modes of the transportation system. OKI will continue to participate in regional, state and national forums to identify procedures for addressing federal and state planning requirements including Americans with Disabilities Act (ADA) requirements. This will include initiating the development of metropolitan planning agreements consistent with 23 CFR 450.314. OKI will educate and assist local public agencies on the requirements of ADA. OKI will pursue regional models of cooperation by promoting cooperation and coordination across agency boundaries. Provide assistance to states as needed in the development of the State Asset Management Plan. Provide assistance to transit agencies as needed in the development of the Transit Asset Management Plans. OKI will fully participate in the KYTC SHIFT which mutually informs both the OKI and KYTC planning processes.
- 3) For measuring system performance and providing data for the congestion management process (CMP), OKI will continue to collect and exploit traffic quality information of roadways in the 1,173 mile CMP network. The traffic information includes a combination of data from OKI's travel demand model, intersection turning movement counts at selected key regional intersections, speed data provided by FHWA National Performance Management Research Data Set (HERE), ODOT (INRIX) and KYTC, and travel time information collected by OKI. OKI travel time collection will be limited to locations where FHWA, ODOT and KYTC speed data is insufficient. Following each 4-year data collection cycle, a CMP Findings and Analysis Report will be completed. The next report is due in November 2019. 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 regional transportation planning processes and be consistent with FAST Act requirements.
- 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 (ITSA) 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 maintains the Regional Architecture and ITS Plan and periodically makes updates in response to changes in federal or state rules and to add or revise projects. OKI updated the ITSA and strategic plan in June 2016.
- 5) OKI staff is active in transportation 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 to assist communities to more fully evaluate the impacts of multi-modal transportation projects and programs. Staff will serve as a key regional partner to research, analyze and implement transit opportunities especially as they relate to technological innovation and creative financing. Staff will continue to participate in and support the Eastern Corridor and the Brent Spence Bridge program of projects. Staff will continue to produce project related information and news for all levels of public involvement.

- 6) OKI will maintain and update crash data on the transportation system to monitor existing conditions. Staff will develop safety performance measures in cooperation with the state DOT's. Database and GIS software will be utilized to locate high crash concentrations and segments of roadway with high crash rates. Support the Highway Safety Improvement Program (HSIP) by coordinating efforts with KYTC and ODOT in executing their State Strategic Highway Safety Plans (SHSP).
- 7) OKI will provide small area/project level traffic forecasts, turning movements and traffic simulation as requested utilizing the regional travel model and other software as appropriate.
- 8) Staff will continue to engage the multi-modal freight community and explore opportunities to partner. Planning activities are related to the identification of freight transportation data, needs and solutions. Freight demands offer OKI the opportunity to partner with regional partners who are active in economic development pursuits to leverage transportation investments in a way that enhances the public good. OKI will continue to engage all components of freight for trends, impacts and analysis on freight issues at the local, state, national and global level.
- 9) Staff will evaluate opportunities to improve the "Security" mechanism (addressing infrastructure vulnerability and resiliency) into the OKI project prioritization process as a good practice measure recommended by the FAST Act.
- 10) Staff will evaluate methodologies to enhance the "Economic Vitality" element of the OKI project prioritization process.
- 11) Staff will identify and evaluate the potential for new technologies implementation including but not limited to fiber optics, cameras and other connected signaling devices. Staff will closely monitor the Smart Cities Initiative and other emerging technology opportunities for implementation in the OKI region.
- 12) OKI will consult with appropriate state and local experts responsible for environmental protection, conservation, natural resources, storm water management, land use planning and historically significant sites to consider effects of the transportation plan, as required by FAST. This includes the consideration of 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 strategies that are regional in scope. OKI will continue to support efforts that advance transportation and/or regional planning activities which rely upon and/or provide enhancement to the OKI environmental resource data, including certain Green Umbrella activities and the region's Taking Root campaign. OKI will explore methods to best integrate tourism and natural disaster risk reduction, as encouraged by FAST, into the ongoing consultations. OKI will continue examining 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.

PRODUCTS

- 1) Amendments to the *OKI 2040 Regional Transportation Plan* (as necessary). Appropriate performance measures and target setting, tracking and reporting consistent with the FAST ACT. (ongoing)
- 2) Coordination with ODOT, KYTC, local governments, major transit agencies, public ports and private transportation providers on options for improving the management and operation of the existing system and future improvements. Participation in regional, state and national forums on transportation planning issues, including updates of state DOT transportation plans and other cross jurisdictional transportation cooperative planning activities. Development of metropolitan planning agreements consistent with 23 CFR 450.314. Education and assistance on ADA requirements to local public agencies. Assistance to states as needed in the development of the State Asset Management Plan. Provide assistance to transit agencies as needed in the development of the Transit Asset Management Plans. Coordination with local officials to identify priority projects for SHIFT. (ongoing)
- 3) Ongoing performance-based Congestion Management Program. Speed data from FHWA, ODOT and KYTC will be integrated into the current OKI travel time database. OKI will collect intersection turning movement counts at key locations within Northern Kentucky. OKI travel time collection using OKI vehicles may occur if needed (ongoing).
- 4) ITS architecture and ITS Strategic Plan maintenance. (as necessary)

- 5) Project development activities for future transportation corridor or special studies. (as appropriate)
- 6) Identification of high crash concentrations locations (as needed). Cooperation with ODOT, KYTC in the review of their SHSP (as needed). Safety performance measures and targets monitoring and reporting. (ongoing)
- 7) Small area/project level traffic forecasts as requested utilizing the regional travel model and other software. (as appropriate)
- 8) Continued outreach and coordination with private and public freight and economic development stakeholders. Development of the freight component of the regional transportation system. Upgrade the freight page on the OKI website. Establishment of a framework for a dynamic, web-based regional freight plan (06/18).
- 9) Revised OKI Prioritization process incorporating metrics to track security (06/18).
- 10) Revised OKI Prioritization Process incorporating new metrics to track economic vitality/development (06/18).
- 11) Documentation of potential new transportation related technologies and an approach for integration of a "New Technologies" element into the OKI project prioritization process. (06/18).
- 12) Consultations with multidisciplinary agencies on the development of the transportation plan and continued discussion of potential environmental strategies that are regional in scope. Staff will explore methods to integrate tourism and natural disaster risk reduction with the transportation plan. Staff will identify and research potential performance measures and data needs associated with regional environmental resources, climate change, and livability. (ongoing)

PROFESSIONAL DEVELOPMENT

- 1) One member to attend the Ohio Conference on Freight (8/17)
- 2) One staff member to attend the Ohio Traffic Engineering Conference (10/17)
- 3) One staff member to attend the APA National Conference (5/18)
- 4) One staff member to attend a total of six freight, economic development and/or transportation-planning related local workshops held in the OKI region.
- 5) Two staff members to attend an unspecified freight/economic development-related national conference
- 6) Two staff members to attend an unspecified innovative transportation technology-related national conference (i.e.: Automated Vehicles Symposium)
- 7) One staff member to attend the TRB Planning Applications Conference (5/18)

GOAL

To maintain and implement the Strategic Regional Policy Plan (SRPP) and strengthen the linkage between transportation policy and land use. Provide guidance and assistance to local governments as local comprehensive planning efforts occur and as local standards and development criteria are created.

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, historic preservation, energy consumption and travel and tourism will occur.
- 2) Continue implementation of the Strategic Regional Policy Plan by refining and continuing distribution and transition to interactive digital format 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 livability and sustainability. Provide technical assistance and encourage the use of these resources in order to promote land use patterns consistent with the SRPP Issues, Goals, Objectives and Policy Recommendations.
- 3) Promote the use of the OKI Fiscal Impact Analysis Model to communities throughout the OKI region and other regions.
- 4) Research and compile information to establish a source of reference and guidance materials for local governments regarding best practices with emphasis on regionally appropriate environmental strategies including storm water strategies.
- 5) Incorporate best practices prepared for the Solar Ready Initiative completed in FY16 to supplement the ‘A More Efficient and Secure Energy Future Through Planning’ program which launched in FY17 and will continue through FY19 with funding from a Duke Class Benefit fund.
- 6) Assist OEPA, ODOT and local partners on matters related to the VW settlement to identify siting plans for plug in electric vehicles as requested.

PRODUCTS

- 1) Documentation of presentations and consultations about the land use/transportation relationship, trends and distributed materials. (ongoing)
- 2) Maintained www.HowDoWeGrow.org SRPP website with current regional trends and conditions related to the SRPP, 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. Updated website and documentation of distribution of local comprehensive plan guidance, sample ordinances, and collateral materials and of technical assistance provided. (ongoing)
- 3) Documentation of Fiscal Impact Analysis Model promotion. (ongoing)
- 4) Improved OKI Greenspace Office webpage including compiled materials and links to relevant resources available to inform local governments on environmental best practices. (ongoing)
- 5) Documentation of Solar Ready best practices incorporated in community plans generated through the ‘A More Efficient and Secure Energy Future Through Planning’ program. (ongoing)
- 6) Level of involvement with the Ohio VW settlement partners is to be determined.

PROFESSIONAL DEVELOPMENT

The UPWP budget includes three staff members to attend the National American Planning Association Conference (4/18), two staff members to attend the National Smart Growth Conference (2/18), one staff member to attend the ACEEE national conference (11/17), one staff member to attend the national River Rally Network conference (5/18), and three staff members to attend state APA Planning Conference (9/16).

610.5 – FISCAL IMPACT ANALYSIS MODEL

GOAL

To continue to maintain and refine the OKI Fiscal Impact Analysis Model (FIAM). Transportation investment stimulates economic development and land use change. The FIAM implements a recommendation of OKI's Strategic Regional Policy Plan by increasing local governments' understanding of the costs and benefits of development. The FIAM 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. The FIAM uses local government budgetary, land use, population and employment statistics to estimate costs and revenues of development using current local government budget data.

METHODOLOGIES

- 1) Continue to provide technical assistance to existing users.
- 2) Manage the process of incorporating additional user data into OKI's Fiscal Impact Analysis Model.
- 3) 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.

PRODUCTS

- 1) Documentation of technical assistance provided. (ongoing)
- 2) Additional data and analysis for new partners using the fiscal impact analysis model. (as appropriate)
- 3) Documentation of expanded functionality. (as appropriate)

GOAL

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.

METHODOLOGIES

- 1) Staff will coordinate with consultant to maintain the web-based FIAM and back-up data on a regular schedule.
- 2) Staff will coordinate with consultant to update user data to the web-based FIAM as necessary.
- 3) Staff will coordinate with consultant to upload data to the web-based FIAM for new partner communities.

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. (as appropriate)

GOAL

To incorporate Title VI and Section 504 of the Rehabilitation Act of 1973, along with other Environmental Justice (EJ) and DBE concerns, into OKI’s planning process. OKI will continue to implement a Participation Plan (PP) using traditional methodologies and explore 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 to assist staff with the implementation of its Participation Plan in all transportation planning projects. An update to the Participation Plan was adopted by the OKI Board of Directors in January 2014. OKI continues to update its DBE Certified Vendor Directory and Bid List and solicit additional DBE certified vendors.

METHODOLOGIES

- 1) Update, maintain and execute the Participation Plan and its 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 EJ populations recognized by OKI with opportunities to learn about and improve the quality and usefulness of various transportation modes.
- 3) Facilitate DBE/SBE participation in OKI contracting opportunities.
- 4) Work with the Intermodal Coordinating Committee to develop criteria and measurement tools for EJ components when evaluating STP, TA and CMAQ projects to be advanced through the planning process.
- 5) 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 associations and industry-related organizations to enhance and support OKI’s transportation planning processes.

PRODUCTS

- 1) An updated Participation Plan and customized outreach plans, including social media activities as appropriate, for OKI studies and projects as needed.
- 2) Annual program compliance review will be conducted. (6/18)
- 3) RFPs and RFQs will be disseminated to OKI’s DBE / SBE Certified Vendor Directory and Bid List. (as appropriate)
- 4) Input will be provided to the TIP and Plan project evaluation process to ensure proper consideration is given to underserved communities. (as appropriate)
- 5) Public outreach, collateral materials, provide and received industry related knowledge and education. (6/18)

PROFESSIONAL DEVELOPMENT

- 1) The UPWP budget includes one staff to attend the COMTO conference. (7/17)
- 2) The UPWP budget includes one staff to attend an unspecified social media conference. (9/17)

GOAL

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.

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, social media, public relations and other avenues of creating awareness will be utilized.

OKI’s Clean Air Program addresses ozone and particulate matter pollution issues. The Greater Cincinnati area is in non-attainment for the 8-hour ozone and annual PM2.5 standards. This multi-faceted campaign targets Greater Cincinnati citizens, media, local governments and businesses. The “Air Quality Advisory” fax and email system notifies approximately 1,500 contacts when an advisory is issued due to either high ozone or particulate matter pollution levels. This advanced notification system allows companies to notify their employees as to the actions they can take to reduce air pollution production. Many organizations have taken voluntary measures and made operations changes to reduce pollution formation. In addition, this notification system also allows the media to report to the public that an Air Quality Advisory has been called.

The primary goal of the public outreach campaign is to improve the quality of the air in the Greater Cincinnati and Northern Kentucky area by continuing to educate the general public, businesses and the media about air pollution (ozone and particulate matter pollution), their contributions to it, and the voluntary measures they can take to help reduce air pollution formation.

- 2) 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.

PRODUCTS

- 1) An outreach program geared toward the reduction of pollutants in the eight county urban airshed. (ongoing)
- 2) Survey results measuring air quality awareness and action taken to reduce emissions. (6/18)

FUNDING NOTE:

"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 –RIDESHARE ACTIVITIES

GOAL

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.

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 and effectiveness. Public awareness of the program will be raised through community and special events and employer presentations.

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. (ongoing)
- 3) An accurate GRH database and an efficient reimbursement program. (ongoing)
- 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. (ongoing)

GOAL

The goal of this program is to continue the management requirements of special transit programs for job access and reverse commute, JARC Program (Section 5316), and the New Freedom Program (Section 5317) that were originally funded under SAFETEA-LU. OKI was the designated recipient for these two federal programs. The funds will be used for management of remaining sub-recipients as well as an update to the OKI Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan).

PREVIOUS WORK

OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky. OKI first developed the Coordinated Plan in 2007 and subsequently updated in FY 2012 and FY 2016 through the use of public surveys, surveys of transportation providers and public meetings to gather input directly from participants. The current version was adopted in May 2016.

An Oversight Team provides guidance in managing the JARC and New Freedom programs, as well as the Section 5310 Program. 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 Oversight Team, as needed, to provide guidance and oversight in managing existing JARC, New Freedom and Section 5310 Programs in the region. Meetings with sub-recipients, as needed, to effectively manage the New Freedom projects that OKI directly manages.
- 2) Update of the existing Coordinated Plan which was last updated in fiscal year 2016.
- 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 Oversight Team and other recipients of JARC and New Freedom federal funds. (as needed)
- 2) Updates to the Coordinated Plan. (as needed)
- 3) Prepare quarterly progress reports in the TrAMS system of FTA which include information from sub-recipients. (quarterly)

PROFESSIONAL DEVELOPMENT

The UPWP includes a contingency for one staff to attend a currently undetermined professional development activity related to FTA reporting requirements.

GOAL

The goal of this program is to provide a means for distributing Section 5310 federal funds allocated to the Cincinnati urbanized area. These funds are used by many private, non-profit agencies to acquire vehicles for transportation services offered to their clients and other projects eligible for 5310 funding.

PREVIOUS WORK

OKI has been involved with the Ohio Section 5310 program for many years; during some of those years a sub-allocation of Section 5310 federal funds was provided to the Cincinnati urbanized area. In more recent years, OKI has reviewed and ranked Section 5310 applications from private, non-profit agencies located in Butler, Clermont or Hamilton counties in Ohio and Boone, Campbell and Kenton counties in Kentucky.

OKI developed a Joint Cooperative Agreement with SORTA for the Section 5310 Program. The agreement specifies that OKI will handle the solicitation, review and awarding of Section 5310 federal funds while SORTA will handle the procurement process to purchase vehicles off the Ohio State Contract and provide continuing control of the vehicles until they reach the end of their useful life.

METHODOLOGIES

- 1) Hold meetings of the Oversight Team, as needed, to provide guidance and oversight for the Section 5310 program. The Oversight Team also reviews the JARC and New Freedom programs.
- 2) Update the application process for soliciting, reviewing and ranking applications from eligible agencies as needed. Projects recommended for funding will be presented to the OKI Board of Directors/Executive Committee for approval.
- 3) Staff will prepare quarterly progress reports in TrAMS for the OKI administrative portion of the project.
- 4) Staff from OKI and SORTA will participate in statewide training opportunities and/or meetings related to the program.
- 5) The OKI Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) was updated during FY 2016. This document is the basis for awarding Section 5310 federal funds.
- 6) As a direct recipient of FTA 5310 funds OKI is required to develop a Transit Asset Management Plan.

PRODUCTS

- 1) Meetings of the Oversight Team. (as needed)
- 2) Update the Section 5310 application packet (as needed) and hold a workshop to explain the application process. (as needed)
- 3) Prepare quarterly progress reports in the TrAMS system of FTA.
- 4) Participation in OARC 5310 Subcommittee meetings and training on FTA procurement. (as appropriate)
- 5) Revisions to the Coordinated Plan. (as needed)
- 6) Transit Asset Management Plan (tbd following FTA guidance)

PROFESSIONAL DEVELOPMENT

The UPWP includes a contingency for one staff to attend a currently undetermined professional development activity related to the Section 5310 program. This element allows for SORTA to participate in program specific procurement training with advance approval by OKI.

GOAL

The goal of this program is to continue the management of special transit programs for elderly individuals and individuals with disabilities under the New Freedom Program (Section 5317) as originally required under SAFETEA-LU.

PREVIOUS WORK

OKI was named the designated recipient for the Cincinnati urbanized area during FY2007 by the Governors of Ohio and Kentucky. During FY2016, OKI updated the OKI Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for the OKI Region. 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 entities in the region providing transportation services for disabled persons but not identified as “designated recipients” under FTA regulations. OKI serves as the oversight agency to ensure all federal requirements are met by sub-recipients of New Freedom funds. Towne Taxi continues to operate a taxi voucher program in the Cincinnati urbanized area funded with New Freedom Federal Funds. During FY 2016 New Freedom grants were closed for two agencies that provided transportation services in the Cincinnati urbanized area—Community Cab and Senior Services of Northern Kentucky. OKI will pass through funds to the remaining participating transportation provider and collect monthly progress reports for the taxi voucher program. The monthly progress reports are used by OKI staff to prepare the quarterly progress reports submitted to the Federal Transit Administration’s TrAMS system.

PRODUCTS

- 1) Oversight, funding and requisite reporting for the provision of transportation services to people with disabilities operated by private providers. (ongoing)

GOAL

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

METHODOLOGIES

SORTA will conduct short term fixed-route transit planning efforts in Hamilton County and the greater Cincinnati urbanized area. Long term transit planning efforts, particularly those involving modes other than fixed route bus, will likely be multi-jurisdictional efforts. SORTA will also participate in key local and regional planning studies and OKI's Intermodal Coordinating Committee and work with other transit systems in the region to advance transit improvement goals.

PRODUCTS

- 1) Monitor Existing Fixed-route Service – Monitor existing service to determine strengths and weaknesses through the approved performance standards; design and analyze potential improvements within context of current funding and available equipment. If additional funding is identified, SORTA will consider implementing elements of the Reinventing Metro plan and subsequent updates to that plan.
- 2) Transit Center Development – SORTA will initiate construction on the Oakley and Northside Transit Centers and the Walnut Hills Transit District which will provide customers with enhanced amenities and transfer locations to connect with the SORTA network of routes. A NEPA study will be initiated for the Colerain Transit Hub.
- 3) Rail Projects – Assist the Rail Services Department in monitoring operation of the Cincinnati Streetcar. Complete grants management and reporting requirements for federal and state funds awarded to City of Cincinnati for this project. Continue to monitor and maintain bridges, tunnels, and pedestrian facilities along the Oasis and Blue Ash railroad right-of-way. Initiate design planning for highest priority repairs identified in annual bridge inspections. Work to securing funding for repairs.
- 4) Corridor and Transportation Study Participation and Assistance – Continue to participate in corridor studies and other major transportation initiatives including the Eastern Corridor Transportation Improvement and Oasis Commuter Rail studies, I-75 interchange reconstruction, Western Hills Viaduct replacement, the Oasis and Wasson Way bike trail projects, and Cincinnati Connects.
- 5) Section 5310 -Work with OKI to provide administrative assistance for vehicle procurement and vehicle state of good repair for the region's 5310 program to improve mobility for seniors and individuals with disabilities.
- 6) Federal Compliance - Coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of FAST Act.
- 7) Intelligent Transportation Systems (ITS) - Integrate regional transit agencies into the Cincinnati Metro CincyEZ Ride application to offer mobile tickets to their customers.
- 8) Strategic Planning – Promote the 20 X 21 Innovation in Motion strategic plan which emphasizes reinventing Metro.

GOAL

Conduct planning and programming activities to increase the transit system efficiency and advance the quality of transit service to users within the TANK service area.

METHODOLOGIES

In FY2018, TANK will continue with the implementation of the Network Study recommendations, including service improvements and infrastructure enhancements. As in every year, TANK will apply performance measures through its route review processes and participate in key local and regional planning studies to advance transit improvement goals.

PRODUCTS

- 1) Performance Analysis- TANK will conduct the calendar year Substandard Route Review (SSRR) by collecting route-level data and applying the following performance measures: Net Cost per Passenger Trip, Cost Recovery, Passenger Trips per Revenue Mile, and Passenger Trips per Revenue Hour. The SSRR allows TANK to identify underperforming routes and make informed decisions on service improvements. In addition, TANK monitors route-level productivity (Ridership per Revenue Hour) on a monthly basis through the Planning Dashboard.
- 2) Transit Service Improvements– TANK will continue the implementation of the 2013 Network study recommendations. Changes will be implemented in conjunction with further public engagement, market research, and service performance analysis.
- 3) Technology Improvements – TANK is in the final steps of data organization in order to provide real-time information to our riders.
- 4) Bus on Shoulder– following the 2014 feasibility study, in FY2018 TANK intends to move forward to advance discussions related to Bus on Shoulder in the I71/75 corridor, between I-275 and the Brent Spence Bridge.
- 5) Service Request Process – TANK will continue to implement the Service Request Process. This process addresses specific service needs that have been requested of TANK from the community in an effort to better serve the organization’s objectives.
- 6) Regional collaboration - TANK will participate in, and contribute to, key local and regional planning studies, as well as the OKI’s Intermodal Coordinating Committee (ICC), Northern Kentucky planning projects, and the regional Bus Rapid Transit (BRT) initiatives.

GOAL

MTS FY2018 planning activities will focus on strengthening county and regional partnerships to improve access for City of Middletown residents and visitors to jobs, education, medical, and other opportunities. Work will be performed in partnership with the Butler County RTA (BCRTA).

METHODOLOGIES

Planning activities to be conducted by MTS in FY 2018 include:

- 1) Continue partnership with BCRTA to strength countywide and regional connections, including connections to GDRTA.
- 2) Work with Cincinnati State Community College, the City of Monroe and Liberty Township to explore transit options for new and developing retail/job centers and connectivity to between Cincinnati State Campuses.
- 3) Integrate performance measures into strategies to improve service efficiency and effectiveness.
- 4) Participate in regional studies and coordination efforts at the Transit Alliance of Butler County and OKI.

PRODUCTS

- 1) Coordinated planning and operation efforts with BCRTA and GDRTA.
- 2) Improved access inside the Butler County I-75 retail corridor and between Butler and Hamilton County Cincinnati State campuses.
- 3) Continued compliance and coordination with FTA, ODOT and OKI regulations including the development of performance measures and targets which will yield improved city and countywide transit connections for City of Middletown residents and visitors.
- 4) Participation in regional public transportation efforts (ongoing).

GOAL

CTC planning activities include the evaluation of existing transit services in order to maximize efficiency and increase ridership.

METHODOLOGIES

CTC will continue participation in the local and regional transit planning activities, including the OKI Intermodal Coordinating Committee. CTC will be engaged in the regional discussion about the Bus Rapid Transit plan and multi-modal planning activities for the Eastern Corridor and Clermont County.

PRODUCTS

- 1) Ongoing analysis – Monitor the fixed route and dial-a-ride service operations for opportunities to increase productivity and reduce costs.
- 2) Increase coordination with local agencies, including presentations and group meetings.
- 3) Identify new park and ride locations along SR 125 for the Route 4X Amelia Express.
- 4) Purchase new buses with security camera system.
- 5) Increase ridership.
- 6) Improvements in service efficiency.
- 7) Conduct a survey of CTC passengers.
- 8) Purchase a farebox system.
- 9) Participation in regional planning activities with SORTA, TANK, Cincinnati USA Regional Chamber and OKI.
- 10) Coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of FAST Act.

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

GOAL

BCRTA State FY2018 planning activities will support BCRTA Board of Trustees' and the Transit Alliance of Butler County's mutual efforts to identify transportation needs and leverage available resources to effectively and efficiently meet the needs.

METHODOLOGIES

Locally funded planning activities that will be conducted by BCRTA in FY 2018 include:

- 1) Advocate a coordinated approach to publicly supported transportation services in Butler County, e.g., continue working with Middletown Transit and Miami University to expand services by leveraging current resources.
- 2) Evaluate increasing job-related service availability in the Hamilton and Fairfield areas.
- 3) Study area demographics and existing/developing transit propensity for potential new services. Evaluate public opinion and desire for new transit services throughout Butler County.
- 4) Update practices and plans consistent with changes in FTA and ODOT regulations.
- 5) Investigate and evaluate needs and options for future facilities and transit infrastructure.

PRODUCTS

- 1) New and expanded services for target markets.
- 2) Increased ridership and increased access to local employers and job centers
- 3) New tools and quantifiable data regarding need for new transit services.
- 4) Continued compliance with FTA and ODOT regulations.
- 5) Plans, concept documents and evaluations for future transit infrastructure.

GOAL

Ongoing evaluation of existing transit services to maximize their efficiency. Improve everyday operations through analysis of services and how they are provided to the public. Provide service opportunities to County residents.

PREVIOUS WORK

In calendar 2016 WCTS completed the following items:

- 1) WCTS launched our first flex route, the Lebanon Loop in October, 2016.
- 2) Provided 34,932 trips.
- 3) Of these trips 72% were for elderly or disabled citizens.
- 4) Total hours of service was 29,020 and total miles of service was 396,671.
- 5) Replaced three buses.
- 6) Cost per revenue mile was \$2.14.
- 7) Cost per passenger trip was \$19.98.

METHODOLOGIES

WCTS will continue participation in the region’s transit planning activities at OKI as a member of the ICC. WCTS will provide county-wide service to residents with reduced fare to senior adults and qualifying disabled persons. We continue a partnership with Cincinnati Metro for funding.

PRODUCTS

- 1) Participation in regional planning activities at OKI.
- 2) Continued analysis of scope of service.
- 3) Continued compliance with FTA and ODOT regulations.
- 4) Coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of FAST Act.

685.1 - INDIANA EXCLUSIVE: DEARBORN COUNTY TRANS. PLANNING (PL)

GOAL

The goal of this work element is to conduct the core 3C planning process for Dearborn County, Indiana including the UPWP, TIP and Regional Transportation Plan.

METHODOLOGIES

- 1) Conduct the 3C planning process for Dearborn County, including continued active management of the Transportation Improvement Program (TIP), the *OKI 2040 Regional Transportation Plan* (Plan), special transportation studies, the *Unified Planning Work Program* (UPWP), freight planning and other obligations including participation in the Indiana MPO Council, Annual List of Obligated Projects, and quarterly tracking reports. A Red Flag investigation will be implemented, when appropriate, prior to projects being entered into the TIP. For FY18 the integration of performance measures and targets into the Plan (and TIP) will continue in coordination with state DOT's and transit providers. Appropriate reporting procedures and formats will be developed. Staff will coordinate with INDOT and other partners in the development of metropolitan planning agreements consistent with 23 CFR 450.314. Provide assistance to INDOT as needed in the development of the State Asset Management Plan.
- 2) Work with stakeholders to continue to provide a robust, flexible and useful program for investing in and providing for a safer transportation system.
- 3) Provide technical assistance to Dearborn County and INDOT related to mobile source emissions. Air quality conformity determinations are included in this element as needed. The nonattainment portion of Dearborn County includes Lawrenceburg Township, the cities of Greendale and Lawrenceburg.
- 4) Work cooperatively with INDOT and Dearborn Co. in the project development process to improve the cost estimating procedures and project schedules for federally funded projects.
- 5) Work cooperatively as appropriate, with stakeholders on the furtherance of compliance with ADA requirements. Provide technical assistance to member governments. 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 (low income, minorities, elderly, LEP, Disabled).
- 6) Coordinate with INDOT regarding revised functional class designation of roadways, highway performance monitoring system (HPMS) and performance measures as part of the OKI Congestion Management Process (CMP). For measuring system performance and providing data for the CMP, OKI will continue to collect and exploit traffic quality information of major roadways in Dearborn County as part of the regional 1,173 mile CMP network. The traffic information includes a combination of data from OKI's travel model, intersection counts, speed data provided by FHWA National Performance Management Research Data Set, and travel time information collected by OKI. OKI travel time collection will be limited to locations where FHWA speed data is insufficient. Following each 4-year 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 the regional transportation plan and be consistent with FAST Act requirements.
- 7) Maintain the Dearborn County portion of the OKI Regional Travel Model, GIS and homeland security planning activities. Perform data collection activities to support these efforts including traffic, employment and other data as necessary.
- 8) The OKI Participation and Title VI plans will be maintained and executed in consultation with stakeholders to provide reasonable access to the planning process and streamlined opportunities to comment on issues before the OKI Board of Directors, elected officials, INDOT and FHWA.
- 9) Provide for project management of the implementation and maintenance of the fiscal impact assessment model (FIAM).

- 10) 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 (ongoing), amended OKI 2040 Regional Transportation Plan (as appropriate), special transportation studies, the FY2018 UPWP, Annual Completion Report (9/30/17), quarterly tracking reports with performance monitoring in cooperation with Debra Ault INDOT LPA Coordinator, Indiana MPO Council participation, an Annual List of Obligated Projects (9/30/17), and Red Flag Investigations consistent with INDOT templates (as needed). Integration of performance measures and targets into the Plan and TIP in coordination with state DOT's and transit providers. Updated planning agreements consistent with 23 CFR 450.314. (6/18) Assistance to INDOT as needed in the development of the State Asset Management Plan. (ongoing)
- 2) Aggressive programming of HSIP funds in local safety planning programs and projects. (ongoing)
- 3) Perform mobile source emission estimates and air quality conformity determinations for Lawrenceburg Township, Greendale and Lawrenceburg. (as necessary)
- 4) Development of improved scheduling and cost estimating procedures in cooperation with state and local partners. (ongoing)
- 5) Progress towards compliance with ADA requirements, and the advancement towards "connected" communities and ladders of opportunity for underserved communities. Provide technical assistance to member governments. (ongoing)
- 6) Updated federal roadway functional class review as necessary. Participate in HPMS efforts. Ongoing performance-based CMP. Speed data from FHWA and ODOT will be integrated into the current OKI travel time database. OKI will collect intersection turning movement counts at key locations. OKI travel time collection using OKI vehicles may occur if needed. (6/18)
- 7) Enhanced travel model and new GIS layers used to support transportation planning and Homeland Security planning efforts. (ongoing)
- 8) Maintain and execute the OKI Participation and Title VI plans. (ongoing)
- 9) Support services associated with the fiscal impact assessment model (FIAM). (as needed)
- 10) Environmental consultations on the transportation plan. (ongoing)

PROFESSIONAL DEVELOPMENT

The budget includes 1 staff member attending the Indiana MPO Conference (9/17)

685.2 - INDIANA EXCLUSIVE: DEARBORN COUNTY TRANS. PLANNING (STP)

GOAL

The goal of this work element is to supplement elements of the 3C planning process for Dearborn County. This element will supplement the activities listed in 685.1 and include special (nonrecurring) activities and studies.

METHODOLOGIES

- 1) 3C planning process for Dearborn County (see 685.1)
- 2) Maintenance and execution services associated with the OKI Fiscal impact Model in Dearborn County (as appropriate)

PRODUCTS

- 1) Active transportation planning program products consistent with element 685.1 (ongoing)
- 2) Support services associated with the fiscal impact assessment model. (as needed)

GOAL

Development of the OKI region’s first Smart transportation plan for Boone County, Kentucky.

METHODOLOGIES

OKI will develop a web-based, strategic transportation plan for Boone County, Kentucky. The current Boone County Transportation Plan was originally developed in 1996 and updated in 2005. Prior plans lead to successful implementation of several improvements to the transportation network including Aero Parkway and elements of the KY 237 and KY 536 corridors. A decade has passed since the last county-wide transportation planning effort. In addition, advances being made in technology that hold huge opportunities for mobility improvements and cost savings has created the need for a complete reexamination of the County’s surface transportation network to respond to and, more importantly, plan for continued population and employment growth. Goals include, but are not limited to:

- Developing the Plan in conjunction with the County’s 2017 Comprehensive Plan Update to anticipate and serve future land use
- Improving mobility and optimizing the existing Boone County transportation system
- Identifying actionable improvements that can result in near term solutions
- Incorporating new applications for existing technology and new/emerging transportation innovations to address transportation needs
- Addressing the challenges and opportunities specifically associated with freight, logistics and employee access to job centers in the County
- Expanding options for infrastructure financing and delivery to create a fiscally-responsible 20-year transportation strategic action plan
- Engaging in diverse and inclusive public outreach including Environmental Justice populations through Social Media and other efforts to gather input, educate and secure support for Plan implementation

The major elements of the effort include Data Collection; Existing Conditions Analyses, Future Conditions Analyses, Identification of Environmental Constraints, Development of Recommended Improvements and a Financial Assessment.

PRODUCTS

- 1) Existing and Future Conditions Report
- 2) Red Flag Summary Report
- 3) Final Report (Recommendations and Financial Assessment)
- 4) Plan summary document (executive summary) (3/18)

FUNDING

OKI will use \$240,000 in KY PL Discretionary Funds to be matched with \$60,000 from the Boone County Fiscal Court.

GOAL

This work element is intended to respond to the need for safety, operational, special studies or data collection effort focused specifically on Northern Kentucky.

PREVIOUS WORK

Previous work for Northern Kentucky has included numerous operational, mobility, efficiency and safety studies throughout Boone, Campbell and Kenton counties. In addition county-wide transportation plans were completed for Kenton, Campbell and Boone in 2014, 2004 and 2005 respectively. In FY 2012 staff developed the KY High Risk Rural Road Program pilot project for KYTC and FHWA. In FY16 OKI Staff successfully conducted the KY 536 Scoping Study which resulted in a preferred alternative for the KY 17 to Campbell County line. In addition, OKI as the MPO serving the three Northern Kentucky counties participated as vital partner in KYTC’s bi-annual updates to the Unscheduled Project List (UPL).

METHODOLOGIES

- 1) Project Identification Forms (PIFs) for all Kentucky projects recommended in the 2040 *OKI Regional Transportation Plan* and other transportation-related studies must be maintained and kept current. PIFs will be maintained and revised per guidelines established by KYTC. OKI will maintain and revise the Unscheduled Projects List (UPL) and SHIFT, for Kentucky projects identified through OKI’s planning process.
- 2) OKI staff avails itself to communities in the region for assistance on transportation technical and planning matters. This will include assistance to local governments regarding the LPA process and the requirements for administration of federal-aid projects. Attend statewide planning and professional development activities.
- 3) Collection and processing of traffic and safety data used for planning purposes.
- 4) Contract management and participation in the Boone County Transportation Plan.

PRODUCTS

- 1) OKI will maintain current Project Identification Forms (PIFs) for all Kentucky projects recommended in the *OKI Regional Transportation Plan* and other transportation-related studies per guidelines established by KYTC. OKI will maintain and revise the Unscheduled Projects List (UPL), for Kentucky projects identified through OKI’s planning process. Coordination with local officials to identify priority projects for SHIFT. (ongoing)
- 2) Participation in planning studies and activities as appropriate. Assistance to local governments regarding the LPA process and the requirements for administration of federal-aid projects. Participation in Statewide Planning meetings and other professional development activities with a focus on Kentucky transportation. (ongoing)
- 3) OKI will work with KYTC and/or contractors to collect classified traffic volumes on northern Kentucky roadways as resources permit. (as needed)
- 4) Consultant contract management and project oversight and completion of the Boone County Transportation Plan. (3/18)

PROFESSIONAL DEVELOPMENT

- 1) One staff member to attend the Kentuckians for Better Transportation Conference (1/18)

GOAL

Development of the agency Fiscal Year Unified Planning Work Program (UPWP) and ongoing progress reporting.

METHODOLOGIES

The Fiscal Year 2019 Unified Planning Work Program (UPWP) will outline the scope of work to be undertaken by OKI for the period beginning July 1, 2018 and ending June 30, 2019. 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.

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 FY2019 UPWP (3/18).
- 2) Updated 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. (ongoing)
- 4) FY2019 Unified Planning Work Program. (5/18)

697.1 – TRANSPORTATION PROGRAM REPORTING

GOAL

To provide the public and funding agencies with a yearly transportation report summarizing the major activities of the transportation planning process.

PREVIOUS WORK

OKI prepared a transportation summary for the last several years as part of the agency's annual program reporting.

PRODUCT

Transportation Annual Summary (6/18)