INTRODUCTION
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The Fiscal Year 2020 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2019 and ending June 30, 2020. 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 (see Appendix D) 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.
PLANNING PRIORITIES

The FY 2020 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 consistent with 23 CFR Part 490 and Part 924 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, amend and update as necessary the OKI 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 2020)
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 Program (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. By July 2017, the U.S. EPA has approved all three state submitted maintenance plans and redesignated the entire Cincinnati area as a maintenance area. The Cincinnati ozone maintenance 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, transportation conformity requirements for PM$_{2.5}$ no longer apply.

Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals as contained in the State Implementation Plans (SIPs). OKI is responsible for the air quality conformity determination for the region’s Transportation Plan and Transportation Improvement Program.

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 amended 2040 Regional Transportation Plan in 2018. 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.
Corridor and Special Studies
OKI has been a leader both regionally and nationally in initiating and managing corridor studies. Since 1997, 20 corridor and/or special studies have been completed by OKI. The latest is the Boone County Transportation Plan which was completed in 2018. 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 NPMRDS data; 3) acquisition of transit ridership data and operational data from transit operators; 4) periodic inventory of freight operations/data in the region, including ATRI; 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. This Plan was updated 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 program in all three states.

**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 nearly 40 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 2018, 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 VI 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. Significant public and stakeholder engagement enabled a comprehensive update to the SRPP in 2014. The current SRPP is maintained as a digital plan at [www.howdowegrow.org](http://www.howdowegrow.org). 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 continues dialog with stakeholders and the public using social media platforms. 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. These activities will continue to focus on performance based planning and asset management planning including target setting and reporting this fiscal year.

FY 2019 UNIFIED PLANNING WORK PROGRAM HIGHLIGHTS

1) **601 Short Range Planning:** Assistance to local jurisdictions including pedestrian and bike planning, and the continuation of an active transportation alternatives (TA) program.

2) **602 Transportation Improvement Program:** The TIP will be updated to represent FY 2020-23. Staff will continue an active program oversight. Prioritization of projects to be funded with OKI STP, CMAQ and TA funding. Inclusion of performance measures as required by the FAST Act.

3) **605 Continuing Planning - Surveillance:** The agency’s activity based model (ABM) will be fully functional and enhanced to test scenarios for the 2050 Plan. Continued enhancement of GIS system capabilities and new data collection techniques through unmanned aerial vehicles (UAV’s).

4) **605.6 – Security and Emergency Response** (Local): OKI local funds to collect and process non-transportation datasets for use in the Raven911 system for first responders.

5) **610.1 Transportation Plan:** The major product this fiscal year will be the development and adoption of the 2050 Metropolitan Transportation Plan. Continue an aggressive performance based planning program including congestion management (CMP) program and use of INRIX and NPMRDS data. Evaluation of performance-based metrics including targets consistent with FAST Act requirements 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 continue to evolve the integration of the Technology element of 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.

6) **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.

7) **610.5 Fiscal Impact Analysis Model – Technical Development:** Ongoing maintenance and technical assistance features and functionality of the model.

8) **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.

9) **625.2 Transportation Services -Participation Plan:** On-going support of the 2050 Plan, 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.

10) **665.4 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.

11) **667.1 Commuter Assistance Services - RideShare:** Continue to provide transportation alternatives to commuters within the Tri-State area, thereby providing energy conservation, traffic and pollution reduction and preserving the quality of life in the OKI region.

12) **674.1 JARC Transit Planning:** OKI is the designated recipient for federal funds for Job Access and Reverse Commute (Section 5316). FY20 activities include update of the Coordinated Public Transit-Human Services Transportation Plan.

13) **674.3 Section 5310 Planning and Programming:** FY20 activities include update of the Coordinated Public Transit-Human Services Transportation Plan OKI will administer the 5310 transit funds for private, non-profit
entities in a cooperative arrangement with SORTA.

14) **674.4 Section 5310 Program Pass Through**: FTA 5310 Funds awarded to private non-profit agencies for transportation capital and services.

15) **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.

16) **685.1 Indiana Exclusive: Dearborn County Transportation Planning**: Work closely with Dearborn County officials, INDOT and FHWA to conduct the performance-based metropolitan planning process. Development of the OKI 2050 Regional Transportation Plan. Focus on progress towards meeting performance targets and reporting for the Plan and TIP, tracking and delivering projects, red flag summaries, and ADA.

17) **685.2 Indiana Exclusive: Dearborn County Transportation Planning (STP)**: Activities associated with the 3C planning process, including data processing, GIS and travel modeling.

18) **686.2 Kentucky Exclusive (PL Discretionary)**: Ohio River Bridge Count Stations: Installation of radar traffic data collection units on the two remaining Ohio River bridges. Completion delayed from FY19 to FY20 due to steel pole shortage across the industry.

19) **686.3 Kentucky Exclusive**: Ongoing activities related to SHIFT, CHAF’s, traffic and safety data will continue.

20) **695.1 Unified Planning Work Program**: Develop, produce and disseminate a FY2021 UPWP that responds to metropolitan transportation planning requirements. Prepare mid-year and year-end performance reports.

21) **697.1 Transportation Program Reporting**: A transportation report summarizing the major findings and activities of the OKI transportation planning process.

22) **710.1 Local Water Quality Activities**: Provide technical support for local agencies as time and resources permit.

23) **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.

24) **710.9 Water Quality Program (Ohio General Assembly)**: Updated Water Quality Management Plan and associated plan amendments.

25) **720.1 Mobile Source Emissions Planning**: Conformity analysis for the 2050 Metropolitan Transportation Plan update. Conformity analysis for Plan and TIP amendments. Quantification of the expected air quality and energy benefits of candidate projects for STP, SNK, TA or CMAQ funding.

26) **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 and the UC School of Planning course instruction.

27) **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 December 2019. OKI partnered with the Greater Cincinnati Energy Alliance (GCEA) to prepare the community energy plans. OKI will complete 4 energy plans in FY20.
TRANSIT AND MULTI-MODAL PLANNING
The OKI FY 2020 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:

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WORK PROGRAM
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 KYTC and ODOT.

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.

2) Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA) or STBG-TA - 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.

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, updated bicycle guide/map and access management activities. (as needed)

2) Administration of OKI’s Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA) or STBG-TA including opportunities for Safe Routes to School projects. (ongoing)
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.

METHODOLOGIES

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 May 2019. It covers the fiscal years 2020 - 2023. 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, KYTC-District 6 to periodically review project progress 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 manage a process to prioritize (Project Prioritization Process) and award OKI-allocated Surface Transportation Block Grant funds (STBG), and Transportation Alternative funds (TA). Work to prioritize and award Congestion Mitigation and Air Quality (CMAQ) funds in Ohio will be done in conjunction with a statewide urban CMAQ committee. The Project Prioritization Process may be reviewed and modified to meet the needs of the OKI Board of Directors.

4) 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.

5) OKI will prioritize projects in the OKI region seeking Transportation Review Advisory Council (TRAC) funds.

6) As requested, OKI will prioritize projects in the OKI region seeking CMAQ funds in Kentucky.

7) 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.

8) Annually the MPO is required to self-certify that the agency is conducting the requirements of the 3C Planning process required under Title 23.

9) The FAST Act continues the requirement that MPO Plans and TIP’s incorporate performance management processes via national, state and regional goals. OKI will coordinate with state, federal and local transit agencies in the establishment of addressing performance targets. The TIP will include performance targets and tracking consistent with the requirements of the FAST Act. These goals relate to safety, infrastructure condition, mobility and congestion, and environment.

PRODUCTS

1) Development of the new FY 2020 – 2023 TIP (6/30/20). Staff will monitor and expedite projects in the region using OKI allocated federal funds through meetings with ODOT, KYTC, INDOT and local sponsors; work with ODOT District 8 to lock-down projects for fiscal year 2021.

2) TIP Amendments and TIP Administrative Modifications. (as necessary)

3) Continued maintenance and refinement of the TIP website to include access to current TIP listing, maps as well as upcoming amendments and federal funding opportunities. (as necessary)

4) Management of the Project Prioritization Process (6/30/20).

5) Regional prioritization of TRAC applicant projects. (as necessary)

6) Regional prioritization of KY CMAQ applicant projects. (as necessary)
7) 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 (9/30/19) and within 90 days of the end of the federal fiscal years for Kentucky projects (12/31/19).
8) Annual self-certification of the metropolitan planning process (5/20)
9) 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. Staff will continue to perform quality control on network coding of the transit line and headway, as well as highway networks for both the 2015 base year and Existing Plus Committed (E+C) network for the activity-based model (ABM).

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 includes 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. Staff will validate the new traffic count data before publishing or using it for model calibration and validation.

3) Maintain, refine and enhance OKI travel demand, air quality, and data processing models to represent state-of-the-practice capabilities. The activities involved include streamlining model operations, improving data summary tabulation/plotting/reporting capabilities, evaluating and improving model methodologies, updating/refining the model equations based on the trip origin-destination data collected from surveys and updating model documentation. OKI will continue to participate with ODOT, MORPC, NOACA, and MVRPC in the development of an activity-based modeling system for the large MPOs in the state of Ohio (ODMS). ODMS will be estimated, calibrated and validated using 2015 data. Integration between the OKI’s ODMS travel model and geographic information system (GIS) will continue. Staff will continue to explore potential applications of the activity-based model on tolling, autonomous vehicle, connected vehicle, mobile source emissions, mass transit technologies, and other alternatives and scenarios for the 2050 plan.

4) Maintain technical expertise in the latest advancements in travel modeling and traffic simulation by participating in user conferences and other training as appropriate.

5) 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 utilized in air quality conformity determination and travel demand modeling procedures. Staff will track zonal level residential and commercial development activity to identify areas of growth and/or change in land use.

6) 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.

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.

9) Develop additional internet and/or intranet web mapping applications to display OKI GIS database information.

10) 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.
11) Investigate additional opportunities for collecting crowd-sourced data.
12) Research, design and build new IoT (Internet of Things) devices for collecting transportation related datasets.
13) Research and evaluate available data from local, state and federal sources related to seismic, geologic (sinkhole and landslide) and flood prone areas.
14) Develop a program for utilizing OKI’s unmanned aerial vehicles (UAV’s) to collect transportation related datasets.

**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). Tools for the traffic count data cleaning, validation, and quality control. (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 (ODOT contract). Streamlined internal workflow for presenting model data. A tested and validated activity-based travel model (ODOT contract) ready for the 2050 long range transportation plan. (ongoing)
4) Attend training and participate in model user groups. (as appropriate)
5) Revised zonal socioeconomic files for base year, interim years, and future horizon years as needed.
6) Providing support to the U.S. Census Bureau and processing of data requests from local governments, citizens and others (as requested).
7) Up-to-date GIS software. (as necessary)
8) Updated geographic databases. (ongoing)
9) New online web mapping applications. (as needed)
10) 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)
11) Crowd sourced data collection applications. (as needed)
12) New IoT data collection devices. (as appropriate)
13) Identify and collect available sources of GIS-based data on seismic, geologic and flood prone areas. (12/19)
14) New UAV collected GIS databases.

**PROFESSIONAL DEVELOPMENT**

1) Three staff members to attend the Transportation Research Board Annual Meeting (1/20)
2) One staff members to attend the TRB Innovations in Travel Modeling Conference (5/20)
3) One staff members to attend an online intermediate SQL training (2020)
4) Two staff members to attend the Ohio and Kentucky Travel Model User Group Meetings
5) One staff member to attend the Population Association of America conference (4/20)
6) One staff member to attend the Transportation Research Board Annual Meeting (1/20)
7) One staff members to attend the ESRI Developer’s Summit. (4/20)
8) Two staff member to attend the ESRI User Conference. (7/19)
9) One staff member to attend two unspecified Census-related workshops.
10) Two staff members to attend the Ohio GIS Conference and two members to attend the Kentucky GIS Conference. (9-10/19)
11) Online GIS software training for staff.
GOAL
Develop, maintain and implement regional Geographic Information System (GIS) data sets, which are capable of supporting Security and Emergency response efforts in and across the Greater Cincinnati Region.

PREVIOUS WORK
In cooperation with each of the eight counties that make up the OKI region, a base map of GIS data has been assembled which acts as a framework of regional GIS layers capable of supporting transportation, security planning and emergency response efforts. A fully functioning common operating picture application known as RAVEN911 has been developed to provide situational awareness during emergency response circumstances for planners and emergency response personnel.

METHODOLOGIES
1) Develop and maintain GIS datasets to support the implementation of a regional GIS capable of supporting security and emergency response planning efforts in and across the Greater Cincinnati Region.
2) Maintain the RAVEN911 mapping system.
3) Develop partnerships to support the ongoing development and maintenance of the RAVEN911 system.

PRODUCTS
1) Up-to-date GIS layers used to support security planning and emergency response efforts. (ongoing)
2) Monthly system status checks and an operational system.
3) Partners contributing to the ongoing success of the system.

PROFESSIONAL DEVELOPMENT
OKI does not anticipate any professional development activities for this element.
GOAL
To conduct a performance-based metropolitan planning process in improving the management and operation of the transportation system through continued cooperation, communication and coordination.

METHODOLOGIES
1) OKI will carry out a performance-based metropolitan transportation planning process for the MPO area in cooperation and consultation with federal, state, transit agencies and local partners. Performance measures and asset management will be tracked and reported in accordance with applicable laws and regulations. This includes NPMRDS TMC data acquisition and processing. Support of state targets where appropriate will be declared by Board resolution.

2) The 2040 Plan will be amended as necessary including a system performance report. In FY 2020, the OKI Regional Transportation Plan will be updated and will include the latest planning assumptions, performance measures and targets required by the Fixing America’s Surface Transportation (FAST) Act. A new planning horizon year of 2050 will be used.

3) 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. This will include conducting planning activities consistent with metropolitan planning agreements that respond to 23 CFR 450.314 and 49 CFR 613 and 625. 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.

4) 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 and travel time data provided by FHWA National Performance Management Research Data Set (NPMRDS), ODOT (INRIX) and KYTC. 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.

5) 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. Funds will be budgeted for consultant services to assist in the update.

6) 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.
7) OKI will maintain and update crash data on the transportation system to monitor existing conditions. Staff will continue to monitor and report safety performance metrics as required for the Plan and TIP. 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).

8) 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.

9) Staff will continue to engage the multi-modal freight community and explore opportunities to partner with the purpose of supporting regional economic vitality by enhancing the transportation infrastructure. This includes OKI participation as the MPO Council Representative to the Kentucky Freight Advisory Committee on Transportation (KFACT) and the Transportation Research Board (TRB) Urban Freight Committee. Planning activities are related to the identification of freight transportation data, needs and solutions. OKI will continue to monitor freight trends, impacts and analysis of freight issues at all levels.

10) Staff will evaluate opportunities to improve the OKI project prioritization process. This will include resiliency and reliability.

11) The implications of “Emerging Transportation Technologies” are broad and likely to transform the way people and goods move over the coming decades. OKI staff is actively engaged in these technologies to ensure the agency’s transportation efforts and funding investments are wisely spent to result in the greatest public good. This element provides for staff participation in the Uber Smart Mobility Lab, a regional partnership to identify new processes for sharing data and transportation enhancements to address critical regional issues such as workforce accessibility, efficient public transit service, and improved safety and travel times. It also provides for staff participation with the University of Cincinnati, Cincinnati/Northern Kentucky International Airport, and other regional public and private partners to support innovative transportation opportunities. Staff will monitor, research, and analyze new technology solutions.

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. OKI will explore methods to best integrate tourism and natural disaster risk reduction, as encouraged by FAST. OKI will continue examining the relationship between transportation, climate change and livability.

PRODUCTS
1) The Plan, TIP and other planning documents will reflect performance measures (including asset management) and targets developed cooperatively with state and local partners and the progress towards meeting those targets. The OKI Board will adopt targets by resolution as appropriate.

2) Amendments to the OKI 2040 Regional Transportation Plan (as necessary). Updated OKI 2050 Metropolitan Transportation Plan with performance measures developed in coordination with state DOT’s and transit providers. (6/20).

3) Coordination with ODOT, KYTC, local governments, 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. (ongoing)

4) 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. Updated CMP report. (11/19)

5) An updated ITS architecture. (as necessary)

6) Project development activities for future transportation corridor or special studies. (as appropriate)

7) Identification of high crash concentrations locations. Cooperation with ODOT, KYTC in the review of their SHSP. Safety performance measures and targets monitoring and reporting. (on-going)
Small area/project level traffic forecasts as requested utilizing the regional travel model and other software. (as requested)

Continued outreach and coordination with private and public freight and economic development stakeholders. Development of the freight component of the regional transportation system. Continued update and enhancement of freight data resources. Participation as a financial partner in the 2020 Ohio Conference on Freight. (06/20).

Revised OKI Prioritization process. (as appropriate)

Development of planning techniques and evaluation methods that will assist deployment of advanced transportation materials, methods and/or new technologies. (06/20).

Consultations with multidisciplinary agencies related to 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)

Coordination with local transit agencies to develop a transit asset management plan and safety plan. Staff will work to integrate all resulting targets from those plans into OKI's planning process. Staff will assist local transit agencies, including: Butler County Regional Transit Authority, Clermont Transportation Connection, Middletown Transit System, and Warren County Transit with the development of Public Transportation Agency Safety Plans (PTASP), as part of ODOT’s state PTASP.

PROFESSIONAL DEVELOPMENT

1) One member to attend quarterly meetings of the Kentucky Freight Advisory Committee for Transportation (KFACT)

2) Four staff members to attend the Ohio Transportation Planning Conference (07/19)

3) One staff member to attend the Joint Mid-America Freight Coalition (MAFC) Annual Conference (08/19)

4) Two staff members to attend the Ohio Traffic Engineering Conference (10/19)

5) One staff member to attend the TRB Annual Meeting (1/20)

6) One staff member to attend the APA National Conference (5/20)

7) Staff members to attend 10 freight, and/or transportation planning related local workshops held in the OKI region.

8) One staff member to attend one unspecified transit/logistics related national conferences

9) One staff members to attend two unspecified innovative transportation technology-related national conferences
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 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. OKI will continue to support efforts that advance transportation and/or regional planning activities which rely upon enhance OKI environmental resource data, including certain Green Umbrella activities and the region’s Taking Root campaign.

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.

3) Research and compile information to establish a source of reference and guidance materials for local governments regarding best practices with emphasis on regionally appropriate land use and environmental strategies including storm water strategies.

4) 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 mid FY20 with funding from a Duke Class Benefit fund.

5) Assist OEPA, ODOT, IDEM, INDOT, KYEEC, KYTC and local partners on matters related to the VW settlement, as requested.

PRODUCTS
1) Documentation of presentations and consultations about the land use/transportation relationship, trends and distributed materials. Active participation with Green Umbrella and Taking Root organizations helping to ensure the alignment of regional planning goals. (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) Improved OKI Greenspace Office webpage including compiled materials and links to relevant resources available to inform local governments on environmental best practices. (ongoing)


5) Level of involvement with the VW settlement partners is to be determined.

PROFESSIONAL DEVELOPMENT
The UPWP budget includes two staff members to attend the National American Planning Association Conference (4/20), one to attend the National Smart Growth Conference (2/20), one staff member to attend the national River Rally Network conference (5/20).
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 including consultant services. (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 partner’s communities join the program.

METHODOLOGIES
1) Staff will coordinate with consultant to maintain the web-based FIAM, regularly back-up data, and troubleshoot as necessary.
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 to ensure the participation of all interested people, including those who are traditionally underserved. OKI will continue to implement a Participation Plan (PP) using traditional methodologies where appropriate, but will expand the use of various social media platforms 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 2018. 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. Use data from the US Census and other resources to develop socioeconomic data to identify EJ populations.
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 STBG, STBG-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. Maintain information on EJ populations. (6/20)
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. (6/20)

PROFESSIONAL DEVELOPMENT:
1) The UPWP budget includes one staff to attend the COMTO National Conference. (7/19)
2) The UPWP budget includes one staff to attend an unspecified social media conference. (9/19)
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.

METHODOLOGY
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 standard. 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.

PRODUCT
1) An outreach program geared toward the reduction of mobile source emissions in the eight county urban airshed. (ongoing)

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 – COMMUTER ASSISTANCE SERVICES: RIDESHARE

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), that was originally funded under SAFETEA-LU. OKI was the
designated recipient for this federal program. The funds will be used for to 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 it 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 program as a component of the Section 5310 Program.

METHODOLOGIES
1) Hold meetings of the Oversight Team, as needed, to provide guidance and oversight of the Coordinated Plan.
2) Update of the existing Coordinated Plan which was last updated in fiscal year 2016.
3) Prepare annual progress reports for FTA describing the status of projects funded with JARC grants.

PRODUCTS
1) Meetings of the Oversight Team and other previous recipients of JARC federal funds. (as needed)
2) Updated Coordinated Plan. (6/20)
3) Prepare annual progress reports in the TrAMS system of FTA. (10/19)

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, and Dearborn County, Indiana. Each year, OKI submits to FTA a 5310 Program Management Plan and Program of Projects utilizing federal 5310 funding allocations.

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 program activities.
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) OKI will prepare and submit to FTA a Program Management Plan as required of Designated Management Agencies.
4) OKI will prepare and submit to FTA a Program of Projects describing each sub-recipient project or program and verifying a minimum of 55% of the annual funds are applied to ‘traditional’ activities as defined by FTA for the Section 5310 program.
5) Staff will prepare annual progress reports in TrAMS for the OKI administrative portion of the project.
6) Staff from OKI will participate in statewide training opportunities and/or meetings related to the program.
7) The OKI Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), last updated FY16, will be updated during FY20. This document is the basis for awarding Section 5310 federal funds.
8) As a direct recipient of FTA 5310 funds OKI is required to develop and maintain 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) OKI Program Management Plan (9/19)
4) OKI Program of Projects (4/19)
5) Prepare annual progress reports in the TrAMS system of FTA. (10/19)
6) Participation in OARC 5310 Subcommittee meetings and training on FTA procurement. (as appropriate)
7) Updated Coordinated Plan. (6/20)
8) Transit Asset Management Plan updates (as needed)

PROFESSIONAL DEVELOPMENT
The UPWP includes a contingency for one staff to attend a currently undetermined professional development activity related to the Section 5310 program.
GOAL
The goal of this program is to continue the management of projects and programs for elderly individuals and individuals with disabilities under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) of Title 49 of the U.S. Code.

PREVIOUS WORK
OKI was named the designated recipient of Section 5310 funds for the Cincinnati urbanized area in 2014 by the Governors of Ohio, Kentucky, and Indiana. During FY2016, OKI updated the OKI Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for the OKI Region. Projects are identified through a competitive selection process administered by staff and with guidance by the OKI Oversight Team.

METHODOLOGIES
1) OKI, as the designated recipient for Section 5310 funds, is responsible for managing the projects operated by sub-recipient agencies in the region providing transportation services for seniors and/or 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 Section 5310 funds. OKI will pass through funds to the selected sub-recipient agencies. OKI staff will prepare the annual progress reports submitted to the Federal Transit Administration’s TrAMS system.

PRODUCTS
1) Oversight, funding and requisite reporting for the provision of transportation services for seniors and people with disabilities operated by the sub-recipient agencies. (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. SORTA will continue with long term transit planning efforts, particularly those involving modes other than fixed route bus. These 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) Monitoring of Existing Fixed-route Service: SORTA will monitor existing fixed route service using approved performance standards to determine the strengths and weaknesses. The results of this analysis will be used to design and analyze potential improvements within the context of current funding and available equipment. SORTA is currently working with a consultant to conduct a bus stop optimization project that will revamp the bus stop spacing to provide better service to constituents.
2) Continued Development of a Long Range Strategic Plan/Reinventing Metro: SORTA will continue to develop and refine the long range strategic plan, Reinventing Metro, coordinating with the community within the process. Dependent on new sources of permanent funding and available grants, SORTA plans to implement elements of the Plan, and subsequent updates to the Plan.
3) Transit Center Development: SORTA will be constructing the Northside Transit Center in the summer of 2019. Planning and design will continue for the Walnut Hills Transit District. Both will provide customers with enhanced amenities and transfer locations to connect with the SORTA network of routes. SORTA is also partnering with the City of Cincinnati and the Uptown Consortium in the planning and design of a transit center within the SMART Transit Hub project.
4) Monitoring of Rail Projects: SORTA will continue to monitor Cincinnati Streetcar operations, gathering and analyzing performance information used to improve the Streetcar’s service to the community. SORTA will continue to monitor and maintain bridges, tunnels, and pedestrian facilities along the Oasis and Blue Ash railroad right-of-way. Engineering designs and related construction plans have begun for the highest priority repairs as identified in annual bridge inspection reports. SORTA will continue to work to secure funding for the repairs.
5) Corridor and Transportation Study Participation and Assistance: SORTA will continue to participate in corridor studies and other major regional 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 the Cincinnati Riding or Walking Network (CROWN).
6) Section 5310 Program Assistance: SORTA will continue to work with OKI to provide administrative assistance for vehicle procurement and vehicle state of good repair for the region’s 5310 Program. The purpose of this program is to improve mobility for seniors and individuals with disabilities.
7) FTA Federal Compliance: SORTA will continue to coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of the FAST Act.
8) Development of a Coordinated Intelligent Transportation System (ITS): SORTA is working closely with its regional transit partner agencies on the development and implementation of a common regional mobile payment system and a regional trip planner. This effort will utilize a new Metro application to offer mobile tickets with a regional coordinated fare system to the customers. Related, we are also working together on developing a regional fare structure.
9) On Demand Service Planning: SORTA will begin planning On Demand Service with specific communities within the SORTA service area. This service will interface with the fixed route network and could provide current ACCESS clients with more mobility options. This planning will investigate the viability of applying on demand service to more rural areas.
10) Performance Measures and Targets: SORTA will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.
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 FY2020, 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.

TANK will coordinate with partners at OKI and federal and state levels to develop performance measures and monitor performance targets consistent with the requirements of the FAST act. TANK will continue to operate with continued compliance with FTA and Kentucky regulations.

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) Mobile Ticketing/Trip Planning App – TANK will collaborate with regional partners, SORTA, BCRTA, and CTC, to develop and implement a mobile ticketing application that will offer more options for passengers and reduce the complexity of transferring between systems.
3) Cincinnati Mobility Lab – TANK, in partnership with SORTA and Uber, will continue to develop and implement projects stemming from the Transit Study completed in FY19.
4) Microtransit – TANK will continue to explore both publicly and privately operated Microtransit pilots for suburban Northern Kentucky
5) Network Study Update – In FY2020, TANK will finalize the update of the Transit Network Study, as it is typically updated every 5 years. Implementation of the recommendations will begin, and changes will be made in conjunction with further public engagement, market research, and service performance analysis.
6) I-71/75 Active Traffic Demand Study – TANK will participate in the OKI-led study to determine innovative traffic demand measures such as bus on shoulder or HOV lanes.
7) 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.
8) 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.
9) Coordinate with partners at OKI and the federal and state levels to develop performance measures and targets consistent with the requirements of FAST Act.
GOAL
MTS FY2020 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 2020 include:
1) Continue partnership with BCRTA to strength countywide and regional connections, including promoting the new R7 WorkLink connection to Dayton
2) Work with the City of Monroe and Liberty Township to explore transit options for new and developing retail/job centers and connectivity between job center and labor populations.
3) Integrate performance measures into strategies to improve service efficiency and effectiveness.
4) Renew the Middletown Transportation Study that was completed in 2012.
5) 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) New Transit System Route Study to connect residents to social, education, and employment opportunities.
5) Participation in regional public transportation efforts (ongoing).
6) MTS will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.
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 transportation discussions 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) Implement updated software and technologies on Dial-A-Ride services.
3) Increase coordination with local agencies, including presentations and group meetings.
4) Purchase replacement vehicles.
5) Purchase security camera system for current fleet.
6) Increase ridership.
7) Improvements in service efficiency.
8) Conduct a survey of CTC passengers.
9) Analyze need and costs of farebox system.
10) Participation in regional planning activities with SORTA, TANK, Cincinnati USA Regional Chamber and OKI.
11) CTC will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.
GOAL
BCRTA State FY2020 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 2020 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 expanding job-related service availability in the Hamilton and Fairfield areas.
3) Study area demographics and existing/developing transit propensity for potential new or expanded/more frequent services. Evaluate public opinion and desire for new transit services throughout Butler County.
4) Coordinate with county officials and agencies on expanding transit options.
5) Update practices and plans consistent with changes in FTA and ODOT regulations.
6) Investigate and evaluate needs and options for future facilities and transit infrastructure, e.g., new Hamilton Shuttle Service and Station for Spooky Nook Project.

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) Identify key stakeholders for future transportation plans.
5) Continued compliance with FTA and ODOT regulations.
6) Plans, concept documents and evaluations for future transit infrastructure.
7) BCRTA will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.
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 2019 WCTS completed the following items:
1) Provided 37,875 trips (69% of those trips were from general demand response, 11% from our flex route, and 20% from contracted service)
2) Of these trips 65% were for elderly or disabled citizens.
3) Total hours of service was 35,356 and total miles of service was 453,746.
4) Cost per revenue mile was $2.30.
5) Cost per passenger trip was $22.85

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 monitor performance measures and targets consistent with the requirements of FAST Act.
5) WCT will coordinate with OKI on inclusion of transit asset management, safety, and other performance measure targets into the planning process.
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) OKI will carry out a performance-based metropolitan transportation planning process for the MPO area in cooperation and consultation with federal, state, transit agencies and local partners. Performance measures will be tracked and reported in accordance with applicable laws and regulations.

2) Conduct the 3C planning process for Dearborn County, including continued active management of the Transportation Improvement Program (TIP), update of the OKI Regional Transportation Plan (2050 Plan), special transportation studies, the Uniformed 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 FY20 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 conduct planning consistent with metropolitan planning agreements per 23 CFR 450.314. Provide assistance to INDOT as needed in the development of the State Asset Management Plan.

3) Work with stakeholders to continue to provide a robust, flexible and useful program for investing in and providing for a safer transportation system.

4) 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.

5) 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.

6) The Indiana portion of our region (Dearborn County) has no fixed route transit therefore OKI will not collect bus stop information. OKI will continue to develop and maintain a quality 5310 Coordinated Plan that strongly encourages mobility improvements for our elderly and disabled as well as transit asset management planning.

7) Work cooperatively with stakeholders on the furtherance of compliance with ADA requirements. Provide technical assistance to member governments. Plan for access to essential services including multi-modal transportation connectivity gap analyses and plan to address identified gaps in service to underserved populations (low income, minorities, elderly, LEP, Disabled). Maintain the Coordinated Plan (5310) as the basis for awarding Section 5310 federal funds for the Cincinnati UZA.

8) 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 monitor and collect traffic quality information of major roadways in Dearborn County. The traffic information includes a combination of data from OKI’s travel model, intersection counts, and speed data provided by FHWA National Performance Management Research Data Set. 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.

9) 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.

10) 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. These programs will be compliant with all applicable federal requirements.
11) Provide for project management of the implementation and maintenance of the fiscal impact assessment model (FIAM).

12) Coordinate with state and local agencies to develop information and conduct environmental consultations (i.e. planning and environmental linkages) on the program of projects in the plan.

PRODUCTS

1) The Plan, TIP and other planning documents will reflect performance measures (including asset management) and targets developed cooperatively with state and local partners and the progress towards meeting those targets.

2) Incorporation of Dearborn County projects in the current OKI FY 2020-2023 TIP (on-going) and the new FY 2021-2024 TIP (6/30/20), amended OKI 2040 Regional Transportation Plan (as appropriate) and Updated OKI Regional Transportation Plan (6/20), special transportation studies, the FY2021 UPWP, Annual Listing of Obligated Projects (9/30/19), five-year spending plan reports updated quarterly in cooperation with INDOT LPA Coordinator (on-going), quarterly TIP project review meetings with Dearborn County stakeholders and INDOT District staff, Indiana MPO Council participation, 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. (6/19) Assistance to INDOT as needed in the development of the State Asset Management Plan.

3) Programming of sub-allocated STP, HSIP, CMAQ and TA funds programs and projects. (ongoing)

4) Perform mobile source emission estimates and air quality conformity determinations for Lawrenceburg Township, Greendale and Lawrenceburg. (as necessary)

5) Development of improved scheduling and cost estimating procedures in cooperation with state and local partners. (ongoing)

6) 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)

7) Up to date Coordinated Plan and a full program of projects scheduled for implementation. Call for 5310 projects (1/20)

8) Updated federal roadway functional class as necessary. Participate in HPMS efforts. Produce an updated CMP report. Speed data from FHWA and INDOT will be integrated into the current OKI travel time database. OKI will collect intersection turning movement counts at key locations. (6/19)

9) Enhanced travel model and new GIS layers used to support transportation planning and Homeland Security planning efforts. (ongoing)

10) Maintenance and execution of the OKI Participation Plan that meets all FAST ACT requirements including ports and freight providers per 23 CFR 450.316 (a) and (b). Revise the agency Title VI plan as necessary.

11) Support services associated with the fiscal impact assessment model (FIAM). (as needed)

12) Environmental consultations on the transportation plan. (ongoing)

PROFESSIONAL DEVELOPMENT

The budget includes 1 staff member to attend the Indiana MPO Conference (9/19)
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)

PROFESSIONAL DEVELOPMENT
1) One staff member to attend an unspecified staff development activity.
GOAL
Install and operate side-fire radar count units on Ohio River bridges in the OKI region.

PREVIOUS WORK
OKI has installed radar count stations at 5 of the 7 bridges.

METHODOLOGIES
OKI, KYTC and others are in constant need of traffic data on the 7 Ohio River bridges that connect Northern Kentucky and our neighbors in Ohio and Indiana. Last year OKI was able to allocate STP funds for the installation of 5 of the bridges with side fire radar units capable of collecting volume, speed and vehicle classification traffic data. Data at each location is directly transmitted wirelessly via cellular modem to an OKI server.

This element allocates PL discretionary funds in the amount of $57,150 in federal funds with local match provided by OKI in the amount of $14,288.

The initial cost to purchase is $71,437 (2 @ $35,720 per). Itemized cost estimate (including labor) is below:

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<tr>
<th>Item</th>
<th>Unit Price</th>
<th>Quantity</th>
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<tr>
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<tr>
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<td>Demobilization</td>
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</table>

OKI has a maintenance budget in place for the 5 existing bridges and will incorporate these into the overall program. Therefore, this request is for purchase and installation of the equipment only.

PRODUCT
New radar count station installations for the Taylor Southgate Bridge and Roebling Suspension Bridge to complete the coverage for all seven Ohio River Bridges. (12/31/19) Completion date has been extended due to unexpected lead time for manufactured steel strain poles across the industry.
GOAL
This work element is intended to respond to the need for safety, operational, special studies or data collection effort to enhance performance based planning and programming (PBPP) initiatives 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 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. Most recently, the Boone County Transportation Plan was completed in January 2018. In addition, OKI as the MPO serving the three Northern Kentucky counties participated as vital partner in KYTC’s bi-annual updates to the Continuing Highway Analysis Framework (CHAF) and actively managed the Strategic Highway Investment Formula for Tomorrow (SHIFT) program for its NKY members.

METHODOLOGIES
1) Continuing Highway Analysis Framework (CHAF) for all Kentucky projects recommended in the OKI Regional Transportation Plan and other transportation-related studies must be maintained and kept current. CHAFs will be maintained and revised per guidelines established by KYTC. OKI will maintain and revise the CHAF as part of 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. (ongoing)
3) Collection and processing of traffic and safety data used for planning purposes.

PRODUCTS
1) OKI will maintain Continuing Highway Analysis Framework (CHAFs) 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 CHAF as part of SHIFT, 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)

PROFESSIONAL DEVELOPMENT
1) Two staff members to attend the Kentuckians for Better Transportation Conference (1/20)
GOAL
Development of the agency Fiscal Year Unified Planning Work Program (UPWP) and progress reporting.

METHODOLOGIES
The Fiscal Year 2021 Unified Planning Work Program (UPWP) will outline the scope of work to be undertaken by OKI for the period beginning July 1, 2020 and ending June 30, 2021. 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. Staff will provide printed versions of the final document when requested.

PRODUCTS
1) FY20 Annual Completion and Expenditure Report (9/20)
2) FY21 Monthly progress reports
3) FY2021 UPWP (Draft: 3/20; Final: 5/20)
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 (6/20)
ENVIRONMENTAL
GOAL
To undertake water quality planning activities in Ohio, Kentucky and Indiana, as appropriate and as resources permit.

METHODOLOGIES
1) Continue to support watershed activities in southwestern Ohio, northern Kentucky, and Dearborn County as requested and as resources permit. These activities may include participating in technical advisory groups; facilitating meetings; arranging for presentations, tours, and canoe outings; participating in public involvement efforts; and identifying technical and fiscal resources to implement various improvement projects.
2) Continue to provide support for the OKI Groundwater Committee, a forum that helps local governments meet state and federal mandates and promotes coordinated management of a sole source aquifer system that provides more than two-thirds of a million people with drinking water and water for commercial, industrial, agricultural and recreational purposes.
3) Continue to provide support for the OKI Regional Conservation Council, including representatives of the Soil and Water Conservation Districts in the region.
4) Continue to refine the base information and recommendations in the OKI Regional Water Quality Management Plan for the Kentucky and Indiana portions of the region as resources permit.

PRODUCTS
1) Collateral materials for southwestern Ohio, northern Kentucky, and Dearborn County watershed management activities, which may include education and outreach materials, fact sheets, directories, and articles in stakeholder newsletters. (as appropriate)
2) Meeting notices, agendas, summaries, and related correspondence. (as appropriate)
3) Meeting notices, agendas, summaries, and related correspondence for the OKI RCC Annual meeting occurring in the spring and support, as needed, for the annual tour occurring in the fall.
4) Updated base information and recommendations for the OKI Regional Water Quality Management Plan. (within resource constraints)

PROFESSIONAL DEVELOPMENT
The UPWP budget includes funding for one staff member to attend the annual Water Management Association of Ohio (WMAO) Conference (11/19); for one staff member to participate in one WMAO technical workshop during the year; and for one staff member to attend the annual Ohio Stormwater Conference. Staff registration at the OKI Regional Conservation Council annual meeting and other local soil and water conservation district and conservation group events are also budgeted throughout the year.
GOAL
To assess, manage, and protect surface water and groundwater resources in view of regional growth and development and the resultant increased demand.

PREVIOUS WORK
OKI adopted a Water Quality Management Plan Update for Butler, Clermont, Hamilton, and Warren Counties in Ohio in 2011 in accordance with federal and state requirements. The 2011 plan was the first comprehensive update to the Ohio portion of the Regional Water Quality Management Plan published by OKI in 1977. Since 2011 OKI has continued to update the Ohio portion of the Plan on an incremental basis, to provide local governments and their consultants with data including population and land use information, to review wastewater facility projects for consistency with the plan (which is a state and federal requirement), to inform the public of water quality issues and to assist local implementation of plan recommendations.

METHODOLOGIES
1) Monitor the Water Quality Management Plan to identify needs for amendments and/or updating.
2) Respond to requests for wastewater permit consistency reviews from Ohio EPA, local jurisdictions and other local constituents, and pursue associated needs for amendments to the Regional Water Quality Management Plan.
3) Produce a targeted water quality improvement project and supplemental WQM Plan activity as detailed in OKI’s contract with Ohio EPA.

PRODUCTS
1) Water Quality Management Plan amendments. (as appropriate)
2) Permit consistency reviews, associated plan amendments when needed and public information products as detailed in OKI’s contract with Ohio EPA. (as appropriate)
3) Data and analysis, summary information, maps and descriptive text generated for the targeted water quality improvement project as detailed in OKI’s contract with Ohio EPA. (6/20)
GOAL
To assess, manage, and protect surface water and groundwater resources in view of regional growth and development and the resultant increased demand.

PREVIOUS WORK
OKI adopted a Water Quality Management Plan (WQMP) Update for Butler, Clermont, Hamilton, and Warren Counties in Ohio in 2011 in accordance with federal and state requirements. The 2011 plan was the first comprehensive update to the Ohio portion of the Regional Water Quality Management Plan published by OKI in 1977. Since 2011 OKI has continued to update the Ohio portion of the Plan on an incremental basis, to provide local governments and their consultants with data including population and land use information, to review wastewater facility projects for consistency with the plan (which is a state and federal requirement), to inform the public of water quality issues and to assist local implementation of plan recommendations. OKI has also conducted studies and analyses and has used stream and watershed evaluations with direction from Ohio EPA to support water quality management at the local, regional and state levels.

METHODOLOGIES
1) Consult with Ohio EPA on priorities for updating portions of the Regional Water Quality Management Plan.
2) Consult with watershed organizations to identify local priorities among water quality issues and planning needs.
3) Consult with wastewater management agencies to clarify planning needs and get consensus on plan amendments that could affect them.
4) Prepare and present proposed WQMP plan updates and amendments for public input.

PRODUCTS
1) Summary of consultations with Ohio EPA on WQMP priorities.
2) Summary of consultations with watershed organizations about water quality issues and planning needs. (as necessary)
3) Summary of consultations with wastewater management agencies about planning needs and plan amendments. (as necessary)
4) Updated Water Quality Management Plan and associated plan amendments. (as necessary)
GOAL
To ensure that OKI’s Metropolitan Transportation Plan and Transportation Improvement Program (TIP) contribute to the region’s attainment and maintenance of national ambient air quality standards (NAAQS).

PREVIOUS WORK
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.

METHODOLOGIES
1) OKI will continue to coordinate with federal, state and local air quality and transportation agencies on SIP revisions and air quality issues including but not limited to conformity determinations. OKI will remain knowledgeable about current state and federal legislation and regulations and will provide technical information and current data as requested. OKI will perform and document conformity analyses as required under the Clean Air Act Amendments and based upon criteria outlined in the USEPA Transportation Conformity Rule (40 CFR Part 93). OKI’s model will utilize the latest EPA software and latest planning assumptions.

2) Staff will evaluate the expected air quality and energy benefits of potential CMAQ, SNK, STP and TA funded projects utilizing the OKI travel model, MOVES, and accepted off-model methodologies.

PRODUCTS
1) Coordination and consultation with OKI committees, federal, state and local agencies regarding air quality issues. Preparation of appropriate documentation of Metropolitan Transportation Plan and TIP conformity. Provision of travel and mobile source emission data to support SIP revisions prompted by changes in local emission control programs and federal standards for ozone and particulate matter. (ongoing)

2) Quantification of the expected air quality and energy benefits of candidate projects for CMAQ, SNK, STP, SNK or TA funding. (as required)

PROFESSIONAL DEVELOPMENT
1) One staff member to attend in-state training opportunities.
REGIONAL PLANNING ACTIVITIES
GOAL
To provide support for sustainable development through planning services, data resources, and other information useful to the government, business, and civic sectors in the OKI region. When deemed advantageous to the region, to provide contributed services to leverage additional funding for programs that advance regional planning objectives of the OKI Strategic Regional Policy Plan or Metropolitan Transportation Plan.

METHODOLOGIES
1) Assist local governments, businesses, citizens and other parties, by providing contributed services to leverage other funding that advance OKI Strategic Regional Policy Plan or Metropolitan Transportation Plan.
2) Address development issues through research and technical assistance strategies, including working with the public, private, and civic sectors. The beneficiaries of this effort will be government agencies, taxpayers, and local businesses as each improves its capacity to evaluate and direct sustainable growth and development.
3) Provide support for the OKI Regional Planning Forum, a forum for planners in the region from multiple disciplines including land use, environmental, transportation, health, energy and education organized to encourage regional cross disciplinary collaboration and inform planners on current trends and regional initiatives.
4) Provide support for the OKI Planning Directors’ Network, a network for planning directors at county, township and municipal levels in the OKI region organized to enable efficient sharing of best practices, information on departmental and professional development and increase likelihood for multijurisdictional collaboration.
5) Partner with the University of Cincinnati School of Planning and other institutions of higher learning, as requested and appropriate, to provide professional planning expertise and instruction to students of the planning discipline.

PRODUCTS
1) Provision of various services, products, and information. (as appropriate)
2) 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. (ongoing)
3) Support services for the Regional Planning Forum activities. (as appropriate)
4) Meeting agendas and related correspondence regarding Planning Directors’ Network activities. (biannually)
5) Course materials and memos summarizing any instruction or support provided. (as appropriate)
GOAL
To advance strategies consistent with the OKI Strategic Regional Policy Plan improving the ability of local communities to more effectively impact efficient use of energy and plan for their future energy needs as described in an award received from the Duke Class Benefit Fund Board in FY17.

PREVIOUS WORK
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 December 2019. OKI partnered with the Greater Cincinnati Energy Alliance (GCEA) to prepare the community energy plans. In FY19, OKI completed 4 plans for Ohio local governments. 4 additional communities will be completed in FY20. OKI will work with no more than 3 communities at a time to prepare 8 plans over the program period.

METHODOLOGIES
1) Lead a planning process in each selected local community to prepare a strategic energy plan with input from community leaders, stakeholders, and the public.
2) Delegate and administer activities performed by the GCEA for each community plan. Activities will include the GCEA preparation of community wide energy audits; set-up and training for local government representatives on the use of US Department of Energy Portfolio Manager software to monitor community owned and operated facilities.
3) Work with community representatives and GCEA to gauge the local energy burden (percent of household income spent on energy).
4) Benchmark community-wide energy use by land use, economic sector, and by energy type.
5) Evaluate the resiliency of local energy infrastructure in the selected communities.
6) Evaluate urban heat island effects in the selected communities.
7) Analyze the capacity of energy infrastructure to accommodate planned growth in the selected communities.
8) Assist to develop locally generated goals and strategies with meaningful public input in the selected communities.
9) Identify existing programs that support the local goals developed by the selected communities.

PRODUCTS
1) Provision of various products and information. (as appropriate)
2) Meeting agendas, meeting materials for local community project planning meetings. (as appropriate)
3) Bi-annual progress reports prepared for the Duke Class Benefit Fund Board. (as appropriate)
4) Community Energy Plan for each selected community (4 in FY20)
| Work Element | FY Hours | OH PL | OH State | OH STP | OH CMAQ | KY PL | KY State | KY SNK | KY FTA | IN PL | IN STP | FTA Federal | Duke Energy | OEPA Federal | OEPA State | OKI CS Match | OKI Local | cash sub-total | OH Credit | KY CS Match | Total |
|--------------|----------|-------|----------|--------|---------|-------|----------|--------|--------|-------|--------|-------------|------------|--------------|------------|---------------|------------|-------------|--------|
| 601.1 PL-Short Range Planning | 19 | 435 | $28,603 | $3,575 | $3,575 |
| 601.1 PL-Short Range Planning | 20 | 609 | $29,006 | $4,951 | $10,170 | $636 | $3,081 | |
| 602.1 PL-TIP | 19 | 103 | $8,918 | $1,102 | $1,102 |
| 602.1 PL-TIP | 20 | 1,427 | $121,788 | $15,224 | $18,761 | $1,173 | $5,683 |
| 603.1 PL-Continuing Planning Surveillance | 19 | 1,883 | $156,562 | $19,570 | $15,970 | $15,970 |
| 603.1 PL-Continuing Planning Surveillance | 20 | 14,962 | $1,121,243 | $140,166 | $190,807 | $11,890 | $57,576 |
| 605.6 Emergency Data Coordination | 20 | 194 | $20,000 | $20,000 | $20,000 |
| 610.1 PL-Transportation Plan | 19 | 1,218 | $108,453 | $13,557 | $13,557 |
| 610.1 PL-Transportation Plan | 20 | 9,032 | $825,123 | $103,140 | $142,098 | $8,890 | $43,027 |
| 625.2 PL-Services | 19 | 1,585 | $108,435 | $13,564 | $3,075 |
| 625.2 PL-Services | 20 | 3,685 | $260,739 | $32,682 | $45,131 | $2,821 | $13,670 |
| 681.1 PL-Debt Burden (INDOT) | 20 | 220 | $25,000 | $25,000 |
| 681.2 PL-KY Ext OH River Bridge Count @ | 20 | 55,705 | $6,250 | $9,263 | $9,263 |
| 682.3 PL-Transportation Planning Activities | 19 | 675 | $25,818 | $3,123 | $3,123 |
| 683.1 PL-Transportation Planning Activities | 20 | 123 | $9,902 | $1,258 | $1,258 |
| 685.1 PL-UPWP | 19 | 151 | $12,203 | $1,517 | $1,517 |
| 685.1 PL-UPWP | 20 | 123 | $9,902 | $1,258 | $1,258 |
| 687.1 PL-Transportation Program | 19 | 24 | $1,589 | $198 | $198 |
| 687.1 PL-Transportation Program | 20 | 20 | $5,041 | $743 | $256 |
| 720.1 PL Mobile Source Emissions | 19 | 117 | $7,983 | $983 |
| 720.1 PL Mobile Source Emissions | 20 | 389 | $24,423 | $3,053 | $3,581 | $230 | $1,115 |
| 721.1 Transit Planning Activities (3310) | 13-14 | 532 | $83,750 | $83,750 |
| 721.1 Transit Planning Activities (3310) | 15-17 | 1,484 | $265,881 | $265,881 |
| 721.1 Transit Planning Activities (3310) PT | 15-17 | 1,484 | $265,881 | $265,881 |
| 724.1 AOAC | 12 | 412 | $4,022 | $4,022 |
| 724.1 AOAC | 13 | 412 | $4,022 | $4,022 |
| 610.4 LRP-Land Use | 20 | 3,973 | $330,512 | $55,700 | $55,700 |
| 610.5 Fiscal Impact Analysis Model | 20 | 589 | $77,262 | $13,100 | $13,100 |
| 611.5 RAM Maintenance and Startups | 20 | 250 | $2,500 | $2,500 | $2,500 |
| 655.2 Countur County (INDOT) | 20 | 211 | $25,000 | $25,000 |
| 656.4 Regional Clean Air Program | 20 | 728 | $152,979 | $40,908 | $40,908 |
| 657.1 RideShare Program | 20 | 182 | $190,148 | $40,300 | $40,300 |
| 710.6 OEPA 604 Program | 20 | 699 | $52,171 | $52,171 | $52,171 |
| 710.9 OH General Assistance Funds | 20 | 1,169 | $75,000 | $75,000 | $75,000 |
| 710.9 OH General Assistance Funds | 20 | 1,169 | $75,000 | $75,000 | $75,000 |
| 711.1 Local Funded Water Activities | 20 | 547 | $45,000 | $45,000 | $45,000 |
| 800.1 Local Funded Regional Planning | 20 | 617 | $53,000 | $53,000 | $53,000 |
| 805.5 Duke Class Benefit Fund Energy Plan | 20 | 373 | $130,291 | $130,291 | $130,291 |
| Total UPWP | 49,312 | 2,941,339 | 385,968 | 405,774 | 383,125 | 551,705 | 21,000 | 150,000 | 150,000 | 25,000 | 25,000 | 741,619 | 130,291 | 52,171 | 75,000 | $699,000 | $6,067,281 | $20,000 | $6,067,281 |