INTRODUCTION
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The Fiscal Year 2021 Unified Planning Work Program (UPWP) outlines the scope of work to be undertaken by OKI for the period beginning July 1, 2020 and ending June 30, 2021. 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.

OKI Planning Area

Legend
- Cincinnati
- Dayton
- Middletown
PLANNING PRIORITIES

The FY 2021 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 2050 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 and monitored to address 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 metropolitan 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 it 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 through Transportation System Management and Operations (TSMO) strategies and projects 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.
   - Provide technical assistance for the preparation of pedestrian, vehicular and/or bicycle circulation plans.

4) Prioritize transportation projects to assure project funding and full utilization of federal and state funds.
   - Develop and maintain a biennial Transportation Improvement Program.
   - Continue the competitive project selection process that reflects the transportation performance measures.
• 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 the 5310 program.
• Assist local communities and transit 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 STBG, TA and CMAQ programs.
• Promote and facilitate the implementation of intelligent transportation system (ITS) to improve the transportation system efficiency and management.

6) Provide travel demand forecasting, 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 transit agencies.
• 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 environmental justice 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 STATE & 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 (Appendix D).

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 2021)
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 Metropolitan Transportation Plan (MTP) (Update Schedule: every four years; Next Update: June 2024)
The OKI Board of Directors adopted the OKI 2050 Metropolitan Transportation Plan on June 11, 2020. 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 2022)
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 individual and group 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 April 2018, under provisions of the Clean Air Act Amendments of 1990, the U.S. Environmental Protection Agency (EPA) designated seven counties in the Cincinnati area as a nonattainment area for ozone under the 2015 ozone standard. Nonattainment means that the area is not meeting the national ambient air quality standard. The 2015 Cincinnati ozone nonattainment area includes portions of the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren. These seven counties plus Clinton County Ohio and a portion of Dearborn County Indiana are considered a maintenance area under the 2008 ozone standard. Nonattainment and maintenance areas must demonstrate transportation conformity. 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 air quality State Implementation Plans (SIPs).
OKI has performed transportation air quality conformity analysis for the region’s MTP and TIP, most recently for the 2050 MTP and the OKI FY2021-FY2024 TIP in 2020. OKI has coordinated the process of developing local emission reduction strategies in support of the SIPs and has provided the state agencies with mobile source emissions data. 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 program. OKI has prepared documentation supporting CMAQ eligibility for selected projects by documenting forecasted mobile source emissions reductions.

Cincinnati-Middletown-Wilmington OH-KY-IN Ozone Nonattainment Area - 2015 Ozone Standard

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 & Operations (TSMO)
Performance-based transportation planning is a central underpinning of the FAST Act. With it comes emphasis from FHWA on integrating systems management and operations. It encourages us to look at more ways to optimize existing transportation facilities either through advanced technologies or strategies.
FHWA has developed Transportation Systems Management and Operations (TSMO), which is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The goal is to get the most performance out of the transportation facilities we already have. OKI has incorporated TSMO into the agency’s MTP and Project Prioritization Process.

**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 Spring 2020. The 2020 report documents the procedures and findings from the fifth 4-year data collection cycle that was completed in 2019 and compares transportation system performance at key intersections and segments of the CMP network to 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).

**Section 5310 Program**

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 is a service organization. Staff offers assistance whenever possible to units of local government in the areas of transportation planning, geographic information systems (GIS), software applications (apps), land use and comprehensive plan guidance, small area traffic forecasts and process consultation.

Cincinnati Mobility Lab
Uber has established a first of its kind, multi-year partnership with a collaborative of organizations in the Cincinnati region to create the Cincinnati Mobility Lab. The Lab will share data, conduct studies, engage employers and activate designers to help create innovative transportation planning approaches for the Cincinnati region. The collaborative includes the Cincinnati USA Regional Chamber, the City of Cincinnati, and Ohio-Kentucky-Indiana Regional Council of Governments (OKI), in partnership with Southwest Ohio Regional Transit Authority (SORTA) and Transit Authority of Northern Kentucky (TANK).

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

Participation Plan, Title VI, ADA and Section 504
In 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. The plan was prepared 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 statewide 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. Following are emphasis areas for FY21 for each state.

Ohio Division PEA’s
- Continued development of performance targets and performance based planning consistent with FAST Act
- Access Ohio 2045 Implementation
- Title VI and Environmental Justice

Kentucky Division PEA’s
- Continued development of performance targets and performance based planning consistent with FAST Act
- Environmental Mitigation – Include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP.

Indiana Division PEA’s
- Updating Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM)
- Traffic Incident Management (TIM)
- Local Road Safety Plans (LRSPs) and Participation Plans (PPs).

FY 2021 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 was updated in FY20. However, there will be revisions necessary in FY21 to incorporate the Kentucky Six Year Plan projects as well as the typical active program oversight. Prioritization of projects to be funded with OKI STBG, CMAQ and TA funding. Inclusion of performance measures as required by the FAST Act.

3) 605 Continuing Planning - Surveillance: Activities associated with oversight and processing data from the household travel data to be incorporated into the model. Updated software applications for managing and presenting planning data.

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: Staff will host the federal certification team from USDOT. Continue an aggressive performance based planning program including congestion management (CMP) program and use of INRIX and NPMRDS data.

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: Development of collateral transportation materials. 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) **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) **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) **Section 5310 Planning and Programming**: FY21 activities include the administration of the 5310 transit funds for private, non-profit entities.

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

14) **Mass Transit Exclusive Planning Studies**: Conduct transit planning and programming activities in the OKI region. Work performed by area transit agencies.

15) **Indiana Exclusive: Dearborn County Transportation Planning**: Work closely with Dearborn County officials, INDOT and FHWA to conduct the performance-based metropolitan planning process. Focus on traffic management, incident response and safety planning.

16) **Indiana Exclusive: Dearborn County Transportation Planning (STBG)**: Activities associated with the 3C planning process, including data processing, GIS, travel modeling and the HH Travel Survey.

17) **Kentucky Exclusive**: Ongoing activities related to SHIFT, CHAF’s, traffic and safety data will continue. Active participation in the Active Traffic Demand Management Study to be conducted by KYTC on urban interstates in the OKI region.

18) **Kentucky Portion of Regional Household Travel Survey**: Household survey for travel forecasting model.

19) **Unified Planning Work Program**: Develop, produce and disseminate a FY2022 UPWP that responds to metropolitan transportation planning requirements. Prepare mid-year and year-end performance reports.

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

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

22) **Water Quality Program (Ohio EPA)**: Permit consistency reviews, associated plan amendments as appropriate and public information products as detailed in OKI’s contract with Ohio EPA.

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

24) **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 STBG, SNK, TA or CMAQ funding.

25) **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.
TRANSIT AND MULTI-MODAL PLANNING

The OKI FY 2021 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) Transportation Alternatives - OKI administers a competitive Transportation Alternatives program for the region. Transportation Alternatives includes both infrastructure and the Safe Routes to School projects. Information regarding the program will be disseminated to local governments, and technical assistance will be provided on request. OKI will continue to actively seek projects with merit, and will assist applicants through the application and implementation process.

PRODUCTS
1) Documentation supporting technical assistance to local communities in various elements of transportation/bicycle/pedestrian planning, engineering, etc. including ongoing maintenance of the regional trails inventory and updated bicycle guide/map. (as needed)

2) Administration of OKI’s Transportation Alternatives and Safe Routes to School Program. (ongoing)

PROFESSIONAL DEVELOPMENT
One staff member to attend an unspecified planning conference.
GOAL
To develop and manage 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 April 2020. It covers the fiscal years 2021 - 2024. 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 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. 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) 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 (6/30/21).
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 (9/30/20) and within 90 days of the end of the federal fiscal years for Kentucky projects (12/31/20).
8) Assist with the Federal certification of the metropolitan planning process (12/20)
9) The TIP will include transportation performance measures which will be tracked, evaluated and updated 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 base year highway and transit network. Staff will develop future year (2030, 2040, and 2050) highway and transit network based on the OKI 2050 MTP. Staff will develop and update the transit network based on the modified TANK transit system.

2) Maintain and update regional travel data. The regional travel data includes the travel behavior data, traffic counts, and the system performance data. The travel behavior data, including household characteristics, trips made, and trip characteristics (trip purpose, mode, time, etc.) is the base to design the parameters for the travel demand model. On behalf of OKI, ODOT will perform a regional household travel survey in fall 2020 and spring 2021 to collect the trip making data. OKI staff will be actively involved in survey details and community outreach for the project. Staff will continue to collect and analyze traffic counts for the travel demand model calibration and validation and transportation planning studies. Staff will continue to collect and utilize the system performance data from the National Performance Management Research Data Set and INRIX and StreetLight speed and travel time data for the travel demand model design and transportation system performance evaluation.

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 improving model methodologies, refine model parameters based on the regional household travel survey data and traffic counts and system performance data, streamlining model operations, improving data summary tabulation/plotting/reporting capabilities, and updating model documentations. OKI will continue to participate with ODOT, MORPC, NOACA, and MVRPC in the development of the Activity-Based modeling system for the large MPOs in the state of Ohio (ODMS). Staff will continue to improve the OKI Activity-Based model and explore potential applications of the Activity-Based model on tolling, autonomous vehicle, TNC, connected vehicle, mobile source emissions, mass transit technologies, and other alternatives and scenarios for the LRP and other transportation planning studies. Staff will continue to develop tools that streamlines the air quality modeling process.

4) Maintain technical expertise in the latest advancements in travel modeling, traffic simulation, air quality modeling, and data processing by participating in model user group meetings, attending model meetings and conferences, and other model and software 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 internet and/or intranet web mapping applications and story maps to display and analyze 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) Utilize OKI’s unmanned aerial vehicles (UAV’s) to collect transportation related datasets.

PRODUCTS
1) Updated and refined transportation system characteristics data files, including the updated base year highway and transit network, future year (2030, 2040, and 2050) highway and transit networks, and other transportation supply data files. (ongoing)
2) Updated travel behavior database from the regional household transportation survey. Updated traffic database with more historical and up-to-date traffic counts. Transportation system performance dataset, including the speed, travel time, and trip origin-destination pattern data. Maintain traffic counting equipment and capabilities (potentially by purchasing additional equipment). Methodologies and processes for traffic data cleaning, validation, and quality control. (ongoing)
3) A validated and state-of-the-practice Activity-Based travel demand model (and validation report). An air quality model (MOVES) that generates emission estimates based on regional system performance measures from travel demand model and other data sources. Well-designed data processing routines that compiles traffic data, generates input and model summary to and from travel demand and air quality model. Streamlined internal workflow for presenting model data. (ongoing)
4) Attend the Transportation Research Board Annual Meeting and National Transportation Planning Application Conference and present findings in travel demand model development, improvement, and application. Attend quarterly ODOT travel demand user group meeting. Attend model and software training. (as appropriate)
5) Revise the current zonal socioeconomic files for base year, interim years, and future horizon years as needed and provide any supplemental data necessary for air quality conformity or travel demand modeling activities.
6) Providing support to the U.S. Census Bureau and process any data requests from local governments, citizens and others (as requested). Attend the Population Association of America Annual Meeting to stay up to date on best practices using Census data and general demographic data analysis techniques.
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.
14) New UAV collected GIS databases. (as needed)

PROFESSIONAL DEVELOPMENT
1) Two staff members to attend the Transportation Research Board Annual Mtg (1/21)
2) Two staff members to attend 18th National Transportation Planning Application Conference (6/21)
3) Two staff members to attend the quarterly Ohio and Kentucky Travel Model User Group Meetings
4) One staff member to attend the Population Association of America conference (4/2021)
5) One staff members to attend the ESRI Developer’s Summit. (3/21)
6) One staff member to attend the ESRI User Conference. (7/20)
7) One staff member to attend two unspecified Census-related workshops.
8) Two staff members to attend the Ohio GIS Conference and two members to attend the Kentucky GIS Conference. (9-10/20)
9) 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. (ongoing)
3) Partners contributing to the ongoing success of the system. (ongoing)

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 2050 OKI Regional Transportation Plan will be amended as necessary to account for changes in projects, funding or to respond to any new planning requirements. OKI will host the federal certification review team for the review of the OKI planning processes.
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 (or its successors) which mutually informs both the OKI and KYTC planning processes. Staff will remain active in the execution of ACCESS OHIO 2045 with Ohio DOT
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 2023. 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. OKI staff will update the region’s architecture and strategic plan.
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.

7) OKI will maintain and update crash data to monitor existing conditions. Staff will continue to monitor and report safety performance metrics 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, trends and solutions. Participation as a financial partner in the 2021 Ohio Conference on Freight.

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 and a discussion of types of potential environmental mitigation activities and areas to carry out these activities. 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.

13) Coordination with local transit agencies to maintain the transit asset management and safety plans. Staff will work to integrate all resulting targets from those plans into OKI’s planning process.

**PRODUCTS**

1) The Plan, TIP and other planning documents will reflect performance measures (including transit asset management and transit safety) 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 2050 Metropolitan Transportation Plan* (as necessary). Host the federal and state transportation agencies for federal certification review (12/2020).
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. Participation in the execution of ACCESS OHIO 2045 with Ohio DOT. (ongoing)

4) Ongoing performance-based Congestion Management Program. Speed data from FHWA, ODOT and KYTC will be integrated into the OKI travel time database to allow for the estimation of travel time reliability and travel time indices.

5) An updated ITS architecture. (6/2021)

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)

8) Small area/project level traffic forecasts as requested utilizing the regional travel model and other software. (as requested)

9) 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. (06/20).

10) Revised OKI Prioritization process. (as appropriate)

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

12) Consultations with multidisciplinary agencies related to the transportation plan and continued discussion of potential environmental strategies that are regional in scope, potential environmental mitigation activities and potential areas to carry out these activities. 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)

13) Coordination with local transit agencies including: Butler County Regional Transit Authority, Clermont Transportation Connection, Middletown Transit System, and Warren County Transit to maintain the transit asset management and safety plans. Staff will work to integrate all resulting targets from those plans into OKI’s planning process.

PROFESSIONAL DEVELOPMENT

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

2) Four staff members to attend unspecified workshop/conference

3) One staff member to attend the Joint Mid-America Freight Coalition (MAFC) Annual Conference (07/20)

4) One staff member to attend the Ohio Traffic Engineering Conference (10/20)

5) One staff member to attend the TRB Annual Meeting (1/21)

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

7) Two staff members to attend the APA OKI Conference (10/20)

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

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

10) One staff member 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 and/or 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, OKI Community Choices 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.

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) Compile regional guidance materials to advance the ‘A More Efficient and Secure Energy Future Through Planning’ program launched in FY17 with funding from a Duke Class Benefit fund to develop 8 community plans across the region.

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. Updated website and documentation of distribution of local comprehensive plan guidance, sample ordinances, and collateral materials and of technical assistance provided. Provide technical assistance and encourage the use of these resources in order to promote land use patterns consistent with the SRPP. (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 (4/21), one to attend the national American Society of Landscape Architects Conference (10/20), one staff member to attend the national River Rally Network conference (5/21).
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 partners 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 and the next update to the Plan will be due to be completed by December 2022. The Participation Plan is updated every four years. OKI continues to update its DBE Certified Vendor Directory and Bid List and solicit additional DBE certified vendors.

METHODOLOGIES
1) Update, maintain and execute the Participation Plan and its strategies and plans for OKI studies and programs. The effectiveness of the Participation Plan will be periodically reviewed.
2) Enhance the participation process; strengthen community-based partnerships, and provide EJ populations recognized by OKI with opportunities to learn about and improve the quality and usefulness of various transportation modes.
3) Facilitate DBE/SBE participation in OKI contracting opportunities.
4) Work with the Intermodal Coordinating Committee to develop criteria and measurement tools for EJ components when evaluating STP, TA and CMAQ projects to be advanced through the planning process.
5) Coordinate and execute OKI internal and external communications activities involving transportation issues to the public, media, elected representatives and government officials as well as business associations and industry-related organizations to enhance and support OKI’s transportation planning processes.

PRODUCTS
1) An updated Participation Plan and customized outreach plans, including social media activities as appropriate, for OKI studies and projects. (as needed)
2) An updated Title VI Program (Plan) including an updated ODOT Title VI Compliance Questionnaire. (6/21)
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. (6/21)

PROFESSIONAL DEVELOPMENT
1) The UPWP budget includes one staff to attend the COMTO National Conference. (7/21)
2) The UPWP budget includes one staff to attend an unspecified social media conference. (9/21)
GOAL
To continue the Regional Clean Air Program designed to reduce outdoor pollution levels through outreach and education in order to protect public health, the local economy and attain national ozone and particulate matter standards.

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

OKI’s Clean Air Program addresses ozone and particulate matter pollution issues. The Greater Cincinnati area is in non-attainment for the 8-hour ozone standard. This multi-faceted campaign targets Greater Cincinnati citizens, media, local governments and businesses. The “Air Quality Advisory” fax and email system notifies over 1,000 contacts when an advisory is issued due to either high ozone or particulate matter pollution levels. This advanced notification system allows companies to notify their employees as to the actions they can take to reduce air pollution production. Many organizations have taken voluntary measures and made operations changes to reduce pollution formation. In addition, this notification system also allows the media to report to the public that an Air Quality Advisory has been called.

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

2) OKI will identify opportunities to facilitate improved access to alternative fuels.

PRODUCTS
1) An outreach program geared toward the reduction of pollutants in the eight county urban airshed. (ongoing)
2) Inventory of existing facilities, increasing outreach efforts to educate and support expansion of alternative fuel vehicles and infrastructure including but not limited to electric vehicles (EV) and charging stations.

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.
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. (ongoing)
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 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 from all counties in the region. 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.
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 will participate in statewide training opportunities and/or meetings related to the program.
7) OKI will maintain the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). 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 (9/20)
4) OKI Program of Projects (3/21)
5) Prepare annual progress reports in the TrAMS system of FTA. (10/20)
6) Participation in OARC 5310 Subcommittee meetings and training on FTA procurement. (as appropriate)
7) Coordinated Plan updates (as needed)
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: The construction of the Northside Transit Center will be complete by Fall of 2020. 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 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 and Implementation of an IT Based Transit Planning and Route Analysis Tool: SORTA is working to improve route and trip analysis capabilities that are then used for overall SORTA strategic and immediate planning activities. There are IT tools available that greatly enhance the analysis and planning capabilities SORTA currently has. The tool would be particularly useful with the further strategic planning and implementation of the Reinventing Metro Plan.
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) Coordination with other Regional Transit Agencies: SORTA will continue to work with the other regional transit agencies on regional fare coordination, procurements and route coordination to make the beginning to end trip for the customer as seamless as possible.

11) Performance Measures and Targets: SORTA will continue to 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 FY2021, TANK will begin the implementation of the 2020 System Redesign Plan. 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) Transit App (mobile ticketing/trip planning) – TANK will continue to collaborate with regional partners like SORTA and BCRTA to further improve and expand the Transit app, potentially including the installation of on-board validators.

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 FY20.

4) Microtransit – TANK will continue to explore both publicly and privately operated Microtransit pilots for suburban Northern Kentucky.

5) 2020 System Redesign Plan – In FY2020, TANK will adopt the recommendations of the System Redesign Plan. 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 2021 include:
1) Continue partnership with BCRTA to strengthen countywide and regional connections.
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 in partnership with WSP and BCRTA.
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.
674.9 MASS TRANSIT EXCLUSIVE: BUTLER COUNTY REGIONAL TRANSIT AUTHORITY (BCRTA) PLANNING STUDIES

GOAL
BCRTA State FY2021 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 2021 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 through a new internal transit plan.
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. Design work will begin on the Chestnut Fields Multimodal Transportation Center.
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
2019 WCTS operational highlights include provided 38,840 trips (89% of those trips were from general demand response, 10% from our flex route, and 1% from contracted service). Of these trips, 63% were for elderly or disabled citizens. Total hours of service was 33,975 and total miles of service was 465,146. Cost per revenue mile was $2.24 and cost per passenger trip was $22.62.

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.
GOAL
The goal of this work element is to conduct the core 3C planning process for Dearborn County, Indiana including the UPWP, TIP and Metropolitan 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), maintenance of the OKI Metropolitan Transportation Plan (2050 Plan), special transportation studies, the Unified Planning Work Program (UPWP), freight planning and other obligations including participation in the Indiana MPO Council, Annual List of Obligated Projects, and quarterly tracking reports. A Red Flag investigation will be implemented, when appropriate, prior to projects being entered into the TIP. For FY21 the integration of performance measures and targets into the Plan (and TIP) will continue in coordination with state DOT’s and transit providers. Staff will conduct planning consistent with metropolitan planning agreements per 23 CFR 450.314. Provide assistance to INDOT as needed in the update of the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM).

3) Continue participation in the Regional Traffic Incident Management Task Force to improve the coordinated incident response among regional stakeholders. Work with regional partners to identify and fund TSMO (Transportation Systems Management and Operations) projects as part of OKI’s TIP and 2050 Plan.

4) Work with stakeholders to continue to provide a robust, flexible and useful program for investing in and providing for a safer transportation system. Data on high crash locations will be compiled as part of ongoing monitoring of regional safety performance measures. Crash rates and location data may be used as a tool to assist local agencies with developing Local Road Safety Plans (LRSPs).

5) 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. Review of the OKI Participation Plan to ensure the continuous and equitable public engagement in the transportation planning process. Coordinate with INDOT to ensure new participation strategies and tools are incorporated into the Plan.

6) 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 maintenance portion of Dearborn County includes Lawrenceburg Township, the cities of Greendale and Lawrenceburg.

7) 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.

8) 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.

9) 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.
10) 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 Plan and be consistent with FAST Act requirements.

11) 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. Coordination and oversight for the Indiana portion of the household travel survey to be conducted.

12) Provide for project management of the implementation and maintenance of the fiscal impact assessment model (FIAM).

13) 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 safety) 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 2021-2024TIP (on-going) and the OKI 2050 Metropolitan Transportation Plan (on-going), special transportation studies, the FY2022 UPWP, Annual Listing of Obligated Projects (9/30/20), 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). Update of performance measures and targets into the Plan and TIP in coordination with INDOT and transit providers. Updated planning agreements consistent with 23 CFR 450.314. (6/20) Assistance to INDOT as needed in updating the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM). Programming of sub-allocated STBG, HSIP, CMAQ and TA funds programs and projects. (ongoing)

3) Identification of TSMO projects in OKI 2050 Plan and programming of TSMO projects in the TIP (ongoing).

4) Maintain and update regional performance measures website to identify high crash locations. Utilize safety metrics and potential impacts on safety as part of the project prioritization process from the 2050 Plan and TIP (ongoing).

5) 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. Review of OKI’s Public Participation Plan and current outreach efforts. Coordination with INDOT on improved new participation strategies (ongoing).

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

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

8) Development and maintenance of 5310 Coordinated Plan (6/30/21).
9) 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)

10) Updated federal roadway functional class as necessary. Participate in HPMS efforts. 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. (6/30/21)

11) Enhanced travel model and new GIS layers used to support transportation planning and Homeland Security planning efforts. A sufficient number of completed household travel surveys to meet statistical requirements. (6/30/21)

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

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

**PROFESSIONAL DEVELOPMENT**

The budget includes one staff member to attend the Indiana MPO Conference (9/20)
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) Maintenance and execution services associated with the OKI Fiscal impact Model in Dearborn County (as appropriate)
2) OKI, in cooperation with other state DOT partners is conducting a household travel survey. This element includes funding for household surveys in Dearborn County.
3) In accordance with USDOT FHWA’s designation of Interstate 275 as an Alternative Fuels Corridor, highlight this designation with signage installations that support increased private and public use of alternative fuel vehicles to reduce emissions and improve regional air quality in the OKI Region.
4) Performance of travel model and GIS work specifically benefitting Dearborn County as resources permit.

PRODUCTS
1) Support services associated with the fiscal impact assessment model. (as needed)
2) Financial participation (in STP funds) for the Indiana portion of regional household travel survey (6/30/21). (DES #2001058)
3) Purchase of two (2) D18-1 “Alternative Fuels Corridor” signs to be installed/located just north and south of I-275 Exit 16 by INDOT Seymour District staff (First Quarter FY 2021)
4) Enhancements to the travel model and geographic information system (6/30/21)

PROFESSIONAL DEVELOPMENT
One staff member to attend an unspecified staff development activity.
GOAL
This work element is intended to respond to the need for safety, operational, special studies or data collection effort focused specifically on Northern Kentucky.

PREVIOUS WORK
Previous work for Northern Kentucky has included numerous operational, mobility, efficiency and safety studies throughout Boone, Campbell and Kenton counties. 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 and actively managed the SHIFT program for its NKY members in 2019.

METHODOLOGIES
1) Continuing Highway Analysis Framework (CHAF) for all Kentucky projects recommended in the OKI 2050 Metropolitan Transportation Plan and other transportation-related studies will be maintained and revised per guidelines established by KYTC.
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. Active participation in the KYTC led Active Traffic Demand Management Study for urban OKI interstate highways I-71/75, I-275 and I-471.
3) Collection and processing of traffic and safety data used for planning purposes.
4) FHWA has designated Interstates 71, 75, and 275 as Alternative Fuels Corridors. OKI will support this action by leading the installation of signage to increase public awareness about alternative fuel opportunities.

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 and 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)
4) Purchase and installation of eleven (11) D18-1 “Alternative Fuels Corridor” signs, nine (9) D9-11XP “Supplemental General Service Symbol Plaque For Alternative Fuel Sign Assemblies” signs, one (1) M4-14 plaque, and one (1) M4-6 plaque to be installed at KYTC-approved locations in Boone, Kenton and Campbell Counties. (First Quarter Fiscal Year 2021)

PROFESSIONAL DEVELOPMENT
Two staff members to attend the Kentuckians for Better Transportation Conference (1/21)
GOAL
Household travel surveys are used as fundamental input to the travel demand model. The HHTS provides key information that informs trip generation, distribution and mode choice. The travel model allows OKI planners to provide data and information that is used to evaluate investment options for transportation projects and programs for the region. It is critical that HHST’s be conducted periodically to reflect travel behavior properly.
It is desirable for the HHST to be conducted in or very near a decennial census year to take advantage of rich data sources available through the Census. OKI base year models are developed for Census years for this reason. Years ending in 5 are also typical base years as updated population figures are developed by the ACS and state data centers provide updated forecasts (i.e. 2010, 2015, 2020).

PREVIOUS WORK
This is a new item.

METHODOLOGIES
1) The Ohio DOT is conducting surveys throughout the state of Ohio. OKI has an agreement with ODOT to collect samples in the Northern Kentucky portion of the OKI region. The number of samples is .5% of households for Boone, Campbell and Kenton counties. OKI will use SNK funds with 20% non-federal match from OKI to reimburse ODOT.

PRODUCTS
1) Completed household surveys amounting to at least 0.5% of all NKY households. (9/21)

PROFESSIONAL DEVELOPMENT
None
GOAL
Development of the agency Fiscal Year Unified Planning Work Program (UPWP) and progress reporting.

METHODOLOGIES
The Fiscal Year 2022 Unified Planning Work Program (UPWP) will outline the scope of work to be undertaken by OKI for the period beginning July 1, 2021 and ending June 30, 2022. 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) FY21 Annual Completion and Expenditure Report (9/21)
2) FY21 Monthly progress reports
3) FY2022 UPWP (Draft: 3/21; Final: 5/21)
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 (6/21)
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 (11/20); 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. (6/21)
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)
720.1 – MOBILE SOURCE EMISSIONS PLANNING

GOAL
To ensure that OKI’s Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) contribute to the region’s attainment and maintenance of national ambient air quality standards (NAAQS).

PREVIOUS WORK
In April 2018, under provisions of the Clean Air Act Amendments of 1990, the U.S. Environmental Protection Agency (EPA) designated seven counties in the Cincinnati area as a nonattainment area for ozone under the 2015 ozone standard. Nonattainment means that the area is not meeting the national ambient air quality standard. The 2015 Cincinnati ozone nonattainment area includes portions of the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren. These seven counties plus Clinton County Ohio and a portion of Dearborn County Indiana are considered a maintenance area under the 2008 ozone standard. Nonattainment and maintenance areas must demonstrate transportation conformity. 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 air quality State Implementation Plans (SIPs). OKI has performed transportation air quality conformity analysis for the region’s MTP and TIP, most recently for the 2050 MTP and the OKI FY2021-FY2024 TIP in 2020. OKI has coordinated the process of developing local emission reduction strategies in support of the SIPs and has provided the state agencies with mobile source emissions data. 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 program. OKI has prepared documentation supporting CMAQ eligibility for selected projects by documenting forecasted mobile source emissions reductions.

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, STBG 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, STBG, SNK or TA funding. (as required)

PROFESSIONAL DEVELOPMENT
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)
### Table 6 - Summary Budget

**OKI Fiscal Year 2020 UPWP Funding Distribution**

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**Funding Distribution:**

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- **OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS FY 2021 UNIFIED PLANNING WORK PROGRAM**

**元素总额:**

- **元素总和**
- **元素合计**

**原始提交日期:**

- **原始提交日期:**
- **原始提交日期**

**A - 17**