

Amendment 1 -
**OKI 2040 REGIONAL
TRANSPORTATION PLAN**



October, 2016

**Prepared by the
Ohio-Kentucky-Indiana
Regional Council of Governments**

Acknowledgments

Title	Amendment 1 - OKI 2040 Regional Transportation Plan
Date	October 13, 2016
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INTRODUCTION

This report constitutes an amendment to the regional transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area. The *OKI 2040 Regional Transportation Plan "Moving the Region Forward"* (the Plan) was updated and adopted by the OKI Board of Directors on June 9, 2016.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to address the following items:

- 1) Add NKU/AA Highway Connector - MTP ID# 5027 (PID 6-8105.06). This project is for the construction of a new connector from the AA Highway (KY 9) to the end of the new construction just south of Johns Hill Road (KY 2345) section 2 in Campbell County, KY.
- 2) Add KY 1303 - MTP ID# 5028 (PID 6-162.10). This project is for the reconstruction and widening of Turkeyfoot Road (KY 1303) from KY 536 to Beechgrove Elementary in Kenton County, KY.

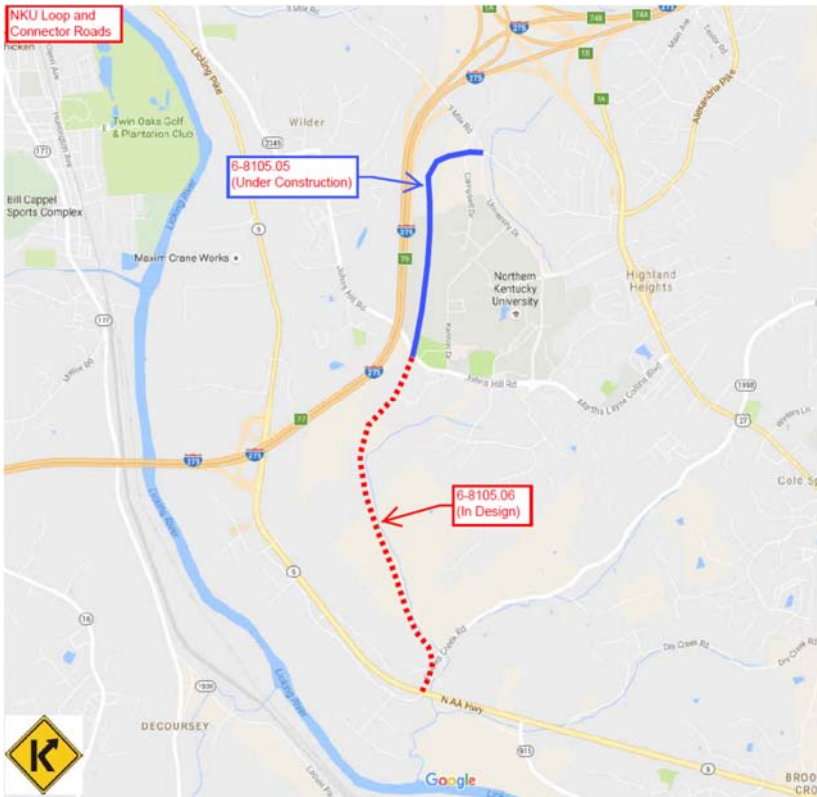
A copy of the full *OKI 2040 Regional Transportation Plan* is available on-line at <http://2040.oki.org/>.

The OKI 2040 Plan has fiscal capacity to accommodate the project and the emissions impacts are positive. Following is a more detailed description of each.

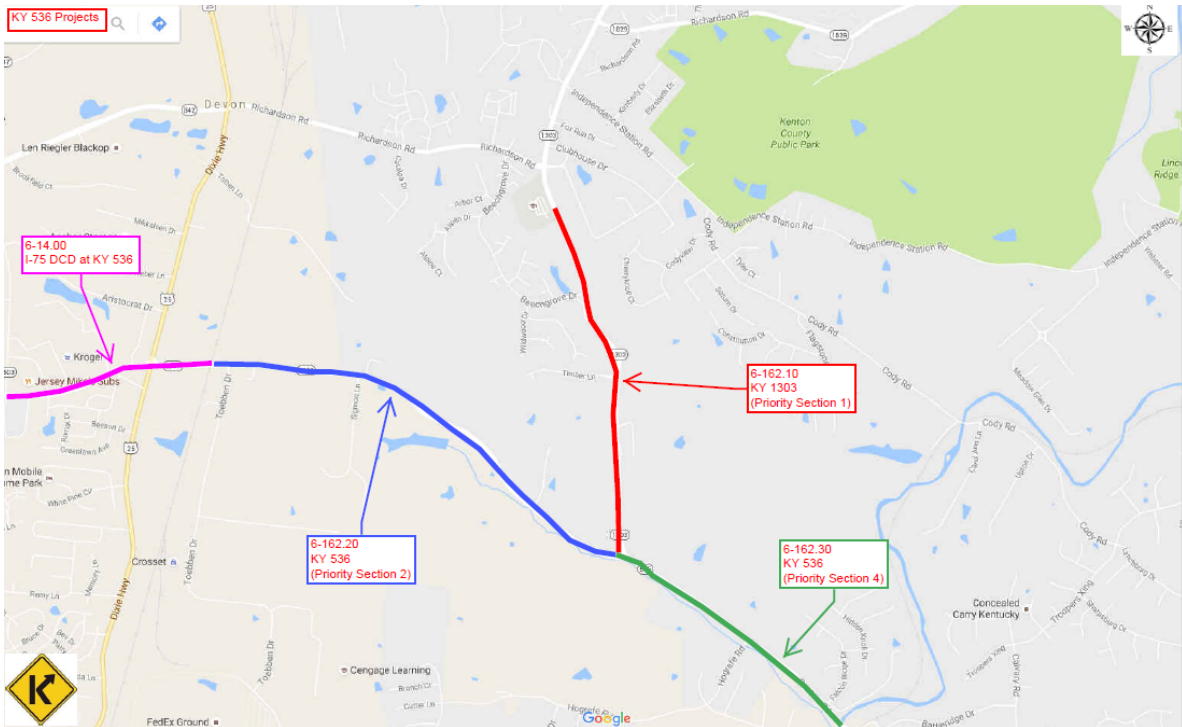
PROJECT RECOMMENDATIONS

The above project additions and changes are a result of reconciliation of the KYTC Six Year Plan and the OKI 2040 Plan and to correct an error of omission for MTP projects 5027 and 5028.

NKU/AA Highway Connector - MTP ID# 5027 (PID 6-8105.06)



KY 1303 - MTP ID# 5028 (PID 6-162.10)



AMENDED FISCAL CONSTRAINT DETERMINATION

Fiscal constraint is determined on a state by state basis for the 2040 Plan. Individual project cost impacts are listed below.

Ohio (No change)	Amount
Total Revenues Available for Discretionary Projects	\$3,899,081,532
Total Costs for Discretionary Projects	-\$3,324,584,919
Uncommitted	\$574,496,613
Kentucky	
Total Revenues Available for Discretionary Projects	\$3,310,158,603
Total Costs for Discretionary Projects	-\$3,148,043,084
Uncommitted	\$162,115,519
Add MTP ID# 5027 NKU/AA Connector	-\$15,030,000
Add MTP ID# 5028 KY 1303	-\$13,100,000
Adjust costs for MTP ID# 3134 IR 71/75 Aux lanes	-\$2,200,000
Adjust costs for MTP ID# 14 KY 536	-\$21,160,000
<i>New Uncommitted Amount</i>	<i>\$110,625,519</i>
Indiana (No change)	
Total Revenues Available for Discretionary Projects	\$79,855,923
Total Costs for Discretionary Projects	-\$72,686,992
Uncommitted	\$7,168,931

A net positive balance of funds for each state demonstrates fiscal constraint of the amended 2040 OKI Regional Transportation Plan.

TRANSPORTATION AIR QUALITY CONFORMITY

I. BACKGROUND AND SUMMARY

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is the metropolitan planning organization (MPO) for the Greater Cincinnati/Northern Kentucky area responsible for transportation planning and air quality conformity. Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with the air quality goals of the State Implementation Plans for Indiana, Kentucky and Ohio. On June 9, 2016, OKI adopted its updated 2016 OKI 2040 Regional Transportation Plan.

This documents that Amendment 1 to the OKI 2040 Regional Transportation Plan and its short range component, the OKI FY2016-2019 Transportation Improvement Program are in conformance with the State Implementation Plans (SIPs) of Indiana, Kentucky and Ohio, complies with the Clean Air Act, and the analysis is in accordance with federal Transportation Conformity Regulations, 40 CFR Parts 51 and 93. The analysis is also in accordance with other applicable federal and state requirements such as the Ohio State Transportation Conformity Rules, Ohio Administration Code Part 3745-101-01 through 20 and the Commonwealth of Kentucky's Conformity of Transportation Plans, Programs and Projects: 401 KAR 50:066. The complete methodologies and results of the conformity determination are presented in the conformity technical documentation.

A conformity amendment to the Plan or TIP is necessary if the revision involves changes to projects or adds new projects, which, due to their scope and regional significance, trigger the need for a new regional emissions analysis and finding of conformity. Sections 93.126 and 93.127 of the Transportation Conformity Rule cite a number of project types, such as safety and maintenance projects that may be excluded from the regional emissions analysis required to determine conformity. Because of their nature, the "exempt" projects will not affect the outcome of the regional emissions analysis nor will they add substance to the analysis.

This amendment to the OKI 2040 Regional Transportation Plan (also called the Metropolitan Transportation Plan (MTP)) involves the addition of two non-exempt projects (6-8105.06 and 6-162.10). The new regional emissions analysis also includes two projects (6-14.50 and 6-352) that are already in the existing TIP, however the amended FY 2016-2019 TIP makes changes to funding and timing; moving the date open to traffic beyond the original 2020 analysis year.

**Table 1 – Amendment #1
Changes to Transportation Networks**

Project ID	State	County	Facility	Description	Scope Change	Original AQ Analysis Year	Revised AQ Analysis Year
6-14.50	KY	Boone	IR 71/IR 75	Add auxiliary lane from KY 338 to KY 536	No	2020	2030
6-352	KY	Campbell	KY 536	Extend from US 27 to AA Highway	No	2020	2030
6-8105.06	KY	Campbell	NKU/AA Highway Connector	New connector from KY 9 (AA Hwy) to KY 2345 (Johns Hill Rd)	Add	N/A	2030
6-162.10	KY	Kenton	KY 1303	Reconstruct and widen to 4 lanes with center turn lane from KY 536 to Beechgrove Elementary	Add	N/A	2030

II. CONFORMITY DETERMINATION FOR THE OHIO AND INDIANA PORTION OF THE NONATTAINMENT AREA

OKI has determined that the projects in this amended *OKI 2040 Regional Transportation Plan* and *FY2016-2019 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard and the annual PM_{2.5} standard. OKI’s quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the Ohio and Indiana portion of the ozone maintenance area are found in Table 2. Table 3 shows the quantitative conformity finding for annual PM_{2.5} and NO_x emissions in the Ohio and Indiana portion of the PM_{2.5} maintenance area. In 2016, Ohio and Indiana are submitted ozone redesignation requests, with revised VOC and NO_x mobile vehicle emission budgets, to U.S. EPA for approval. The tables show the pending budgets in italics.

**Table 2
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion² of the Nonattainment Area**

	<u>2020</u>	<u>2030</u>	<u>2040</u>
Ohio/Indiana VOC Budget	42.81	42.81	42.81
<i>Pending Ohio/Indiana VOC Budget</i>	<i>30.00</i>	<i>18.22</i>	<i>18.22</i>
Ohio/Indiana VOC Emissions	24.16	14.79	10.52
Ohio/Indiana NO _x Budget	73.13	73.13	73.13
<i>Pending Ohio/Indiana NO_x Budget</i>	<i>30.79</i>	<i>16.22</i>	<i>16.22</i>
Ohio/Indiana NO _x Emissions	24.12	13.10	10.04

Table 3
Quantitative Conformity Findings of PM_{2.5} Emissions (tons per year) for the Ohio and Indiana Portion² of the Maintenance Area

	<u>2021</u>	<u>2030</u>	<u>2040</u>
Ohio Annual Direct PM _{2.5} Budget	1241.19	1241.19	1241.19
Ohio Annual Direct PM _{2.5} Emissions	238.66	187.06	163.68
Ohio Annual NO _x Budget	21747.71	21747.71	21747.71
Ohio Annual NO _x Emissions	7570.78	4595.73	3637.11

¹Includes Clinton County

²Dearborn County emissions are for the nonattainment portion only

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone nonattainment area do not exceed the 2020 VOC or NO_x budget for the budget year 2020, the intermediate year 2030, or the Plan year 2040.
- Annual Direct PM_{2.5} and annual NO_x emissions in the Ohio and Indiana portion of the PM_{2.5} maintenance area do not exceed the budget year 2021, the intermediate year 2030 or the Plan year 2040.
- OKI qualitatively finds no factors in the *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* that would cause or contribute to a new daily ozone or annual PM2.5 violation or exacerbate an existing violation in the years before 2020 for the Ohio and Indiana portion of the nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plans do not contain any transportation control measures (TCM's), therefore; nothing in *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* can interfere with their timely implementation.

III. CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION OF THE NONATTAINMENT AREA

OKI has determined that the recommended projects in this *OKI FY2016-2019 TIP* and the *OKI 2040 Regional Transportation Plan* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard and the annual PM_{2.5} standard. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Table 4. The PM_{2.5} quantitative conformity finding is found in Table 5. In 2016, Kentucky submitted ozone redesignation requests, with revised VOC and NO_x mobile vehicle emission budgets, to U.S. EPA for approval. The revised budgets are for the partial counties included in the nonattainment area. The tables show the pending, partial county budgets and emissions in italics.

Table 4
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the
Kentucky Portion of the Nonattainment Area

	<u>2020</u>	<u>2030</u>	<u>2040</u>
N. Kentucky VOC Budget	8.76	8.76	8.76
N. Kentucky VOC Emissions	3.96	2.25	1.92
<i>Pending N. Kentucky VOC Budget (partial)</i>	4.11	2.82	2.82
<i>N. Kentucky VOC Emissions (partial)</i>	3.46	1.98	1.69
N. Kentucky NO _x Budget	28.13	28.13	28.13
N. Kentucky NO _x Emissions	6.83	2.98	2.30
<i>Pending N. Kentucky NO_x Budget (partial)</i>	7.39	4.37	4.37
<i>N. Kentucky NO_x Emissions (partial)</i>	5.94	2.59	2.00

Table 5
Quantitative Conformity Findings of PM_{2.5} Emissions (tons per year) for the Kentucky
Portion of the Maintenance Area

	<u>2021</u>	<u>2030</u>	<u>2040</u>
N. Kentucky Direct PM _{2.5} Annual Budget	302.92	302.92	302.92
N. Kentucky Direct PM _{2.5} Annual Emissions	74.59	49.69	46.01
N. Kentucky NO _x Annual Budget	7384.32	7384.32	7384.32
N. Kentucky NO _x Annual Emissions	2196.04	1130.25	918.30

- VOC and NO_x emissions in the Kentucky portion of the ozone nonattainment area do not exceed the 2020 VOC or NO_x budget for the budget year 2020, the intermediate year 2030, or the Plan year 2040.
- Annual Direct PM_{2.5} and annual NO_x emissions in the Kentucky portion of the PM_{2.5} maintenance area do not exceed the budget year 2021, the intermediate year 2030, or the Plan year 2040.
- OKI qualitatively finds no factors in the *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* that would cause or contribute to a new daily ozone or annual PM_{2.5} violation or exacerbate an existing violation in the years before 2020 for the Kentucky portion of the maintenance area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plan in Kentucky does not contain any transportation control measures (TCM's), therefore; nothing in the *OKI FY2016-2019 TIP* or the *OKI 2040 Regional Transportation Plan* can interfere with their timely implementation.

IV. INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

OKI has engaged in consultation procedures with the Indiana Department of Transportation, the Indiana Department of Environmental Management, the Ohio Department of Transportation, the Ohio Environmental Protection Agency, the Kentucky Transportation Cabinet, the Kentucky Division of Air Quality, Miami Valley Regional Planning Commission, the U.S. Environmental Protection Agency and the U.S. Department of Transportation before making this conformity determination and throughout the conformity process as appropriate. The criteria and procedures for the conformity determination of transportation plans, programs and projects are found in the OKI Transportation Conformity Consultation Memorandum of Understanding as adopted by the OKI Board of Directors in 2008. Interagency consultation for this conformity amendment analysis was initiated on September 20, 2016.

The *OKI 2040 Regional Transportation Plan “Moving the Region Forward”* was developed with significant attention to public involvement. Please refer to Community Outreach tab on the web-based Plan <http://2040.oki.org/>. Provisions for public comment on this Amendment were provided through a 14-day public comment period and culminated in a public hearing held at 5:00 p.m. on Monday, October 10, 2016 at the OKI offices, 720 East Pete Rose Way, Suite 420, Cincinnati, Ohio. OKI advertised the Amendment in mainstream and minority newspapers and through standing OKI committees. This document was placed for public review on the OKI website.

Through a qualitative evaluation, it is determined that the changes included in this *Amendment 1 – OKI 2040 Regional Transportation Plan* ensure that low income populations and minority populations receive a proportionate share of benefits from federally funded transportation investments. Through a qualitative evaluation, it is determined that the changes included in this *Amendment 1 – OKI 2040 Regional Transportation Plan* ensure that OKI’s five Environmental Justice population groups – Low Income, Minority, Elderly, Disabled and Zero-Car Households – receive a proportionate share of benefits from federally funded transportation investments.