

RESOLUTION

OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS

CONCERNING AMENDMENT 4-
OKI 2040 REGIONAL TRANSPORTATION PLAN

WHEREAS, OKI has adopted a regional transportation plan that was developed through public participation and coordination with local and state governments as part of the transportation planning process; and

WHEREAS, the plan, entitled *OKI 2040 Regional Transportation Plan “Moving the Region Forward”* was adopted by OKI’s Board of Directors on June 9, 2016; and

WHEREAS, the Plan is amended to accommodate specific project additions and changes to the list of projects as identified in the attached exhibit; and

WHEREAS, the Plan is amended to incorporate the remaining performance targets for infrastructure, congestion, system performance and transit asset management plans to go along with safety targets already in place; and

WHEREAS, OKI prepared *Amendment 4 - OKI 2040 Regional Transportation Plan (Plan)* that meets requirements for air quality conformity and financial constraints; Now, therefore;

BE IT RESOLVED, that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of October 11, 2018 hereby reaffirms the conformity between the amended *Plan* and the applicable EPA approved State Implementation Plan; adopts the *Amendment 4 - OKI 2040 Regional Transportation Plan* and recommends that its members incorporate the amended plan recommendations into planning and implementation of transportation improvements for their respective governmental units.

T.C. ROGERS, PRESIDENT

10/11/18
RWK

Amendment 4 -
**OKI 2040 REGIONAL
TRANSPORTATION PLAN**



October, 2018

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

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Acknowledgments

Title	Amendment 4 - OKI 2040 Regional Transportation Plan
Date	October 11, 2018
Agency	Ohio-Kentucky-Indiana Regional Council of Governments Mark R. Policinski, Executive Director
Project Manager	Robert W. Koehler, P.E.
Participants	Andrew Reser, AICP Adam Evans Regina Fields

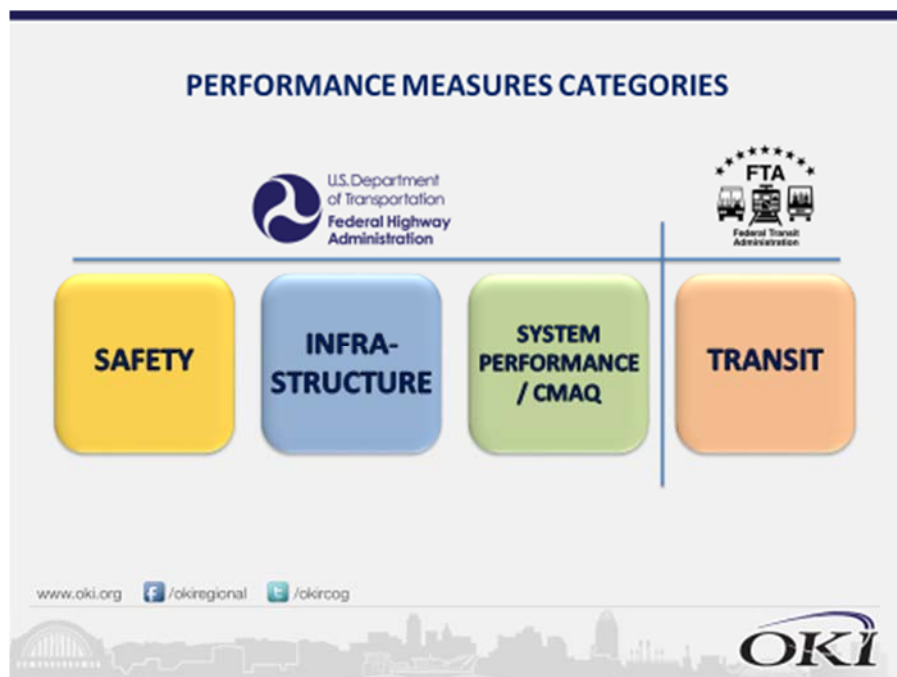
The preparation of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Commonwealth of Kentucky Transportation Cabinet, the Ohio Department of Transportation, and the units of local and county government in the OKI region. The opinions, findings, and conclusions expressed in this document are those of the OKI Regional Council of Governments and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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. Previous amendments were approved by the OKI Board in October 2016, April 2017 and March 2018.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to incorporate change in scope for the Wendell Ford Extension and Ted Bushelman Drive in Boone County and to add the Mall Road Connector Phase 2 as well as the attendant cost changes associated with each. Due to their scope and regional significance, these changes trigger the need for this amendment, a new regional emissions analysis, and a new finding of conformity.

Additionally, this amendment builds on the Transportation Performance-Based Planning required under MAP-21 and continued in the FAST Act. The Plan reflects all targets measures and targets for all four major categories of safety, infrastructure, and transit.



PROJECT RECOMMENDATIONS

The following changes are made to highway network scope and cost:

- Extension of Wendell Ford Blvd. (Boone County Item #6-417): The scope is changed from a 3-lane section to a 5-lane section. Originally funded using SNK construction funds amounting to \$2,366,717 the project becomes privately funded (no OKI dollars). Scope change requires air quality conformity determination.

- Ted Bushelman Blvd. (Boone County Item #6-439): The scope is changed from 2 lanes plus a two-way left turn lane to 4 lanes plus two-way left turn lane (TWLTL) with intersection improvements to meet future demands. The SNK funds from OKI are increased approximately \$1.92 million utilizing the savings from the adjacent Wendell Ford project. Total project cost increases from \$977,500 to \$3,367,660, Scope change requires air quality conformity determination.
- Add Mall Road Connector Phase 2 (Boone County Item #6-446). Total Cost is \$8,830,000.
- Mall Road Connector Phase 1 (Boone County; Mall Road to KY 842): revise cost estimate from \$14,720,000 to \$10,940,000 (\$9,440,000 CON + \$1,500,000 DES)

Changes to the project list are incorporated and identified in the table below.

Table 1 - Changes to Transportation Networks

Project ID	State	County	Facility	Description	Scope Change	Original AQ Analysis Year	Revised AQ Analysis Year
6-417 MTP 531	KY	Boone	Wendell Ford Boulevard	From end of current Wendell Ford Blvd to Aero Parkway extend as 4 lanes and TWLTL	Yes	N/A	2030
6-439 MTP 5030	KY	Boone	Ted Bushelman Boulevard	Between KY 1017 (Aero Parkway) and KY 842 (Houston Road) widen to 4 lanes and TWLTL	Yes	N/A	2030
6-446 MTP 4662	KY	Boone	Mall Road Connector Phases 1 & 2	Between KY 237 (Pleasant Valley Rd.) and KY 3157 (Mall Rd)/I-75 Interchange	Yes	2040	2030

Table 2 - Amendment Project Cost Details

County	State	Amend 4	Old \$	New \$	Change
Boone	KY	Mall Road Connector Phase 1 (6-446)	\$14,720,000	\$10,940,000	-\$3,780,000
Boone	KY	Mall Road Connector Phase 2 (6-446)	\$0	\$8,830,000	\$8,830,000
Boone	KY	Wendell Ford Blvd Ext (6-417) new \$4,060,000 local	\$3,972,120	\$0	-\$3,972,120
Boone	KY	Ted Bushelman Blvd (6-439)	\$977,500	\$3,367,660	\$2,390,160
Total					\$3,468,040

AMENDED FISCAL CONSTRAINT DETERMINATION

Fiscal constraint is determined on a state by state basis for the 2040 Plan. Fiscal impacts of the individual projects in the Project Recommendations section results in a fiscally constrained Plan. A net positive balance of funds for each state demonstrates fiscal constraint of the amended 2040 OKI Regional Transportation Plan.

Table 3 - Fiscal Constraint Demonstration

OKI 2040 Regional Transportation Plan Fiscal Constraint						
	Breakdown by State	2020 - 2040	Amend 1	Amend 2	Amend 3	Amend 4
OH	OH New HWY Capacity Total	\$2,907,848,876	\$2,907,848,876	\$2,907,848,876	\$2,907,848,876	\$2,907,848,876
	OH HWY O&M Total	\$3,255,341,314	\$3,255,341,314	\$3,255,341,314	\$3,255,341,314	\$3,255,341,314
	OH Non-Hwy Total	\$186,134,199	\$186,134,199	\$186,134,199	\$186,134,199	\$186,134,199
	OH Transit Capital	\$805,098,456	\$805,098,456	\$805,098,456	\$805,098,456	\$805,098,456
	OH Transit Operating	\$2,070,487,818	\$2,070,487,818	\$2,070,487,818	\$2,070,487,818	\$2,070,487,818
	Total OH Expenditures	\$9,726,170,395	\$9,726,170,395	\$9,726,170,395	\$9,726,170,395	\$9,726,170,395
	OH Discretionary Available	\$3,899,081,532	\$574,496,613	\$574,496,613	\$574,496,613	\$574,496,613
	Amendment \$ Adjustment	\$3,324,584,919	0	0	\$0	\$0
	Balance	\$574,496,613	\$574,496,613	\$574,496,613	\$574,496,613	\$574,496,613
KY	KY New HWY Capacity Total	\$2,800,023,484	\$2,800,023,484	\$2,800,023,484	\$2,800,023,484	\$2,800,023,484
	KY O&M Total	\$1,600,795,908	\$1,600,795,908	\$1,600,795,908	\$1,600,795,908	\$1,600,795,908
	KY Non-Hwy Total	\$272,151,131	\$272,151,131	\$272,151,131	\$272,151,131	\$272,151,131
	KY Transit Capital	\$237,983,989	\$237,983,989	\$237,983,989	\$237,983,989	\$237,983,989
	KY Transit Operating	\$783,666,323	\$783,666,323	\$783,666,323	\$783,666,323	\$783,666,323
	Total KY Expenditures	\$5,697,717,945	\$5,697,717,945	\$5,697,717,945	\$5,697,717,945	\$5,697,717,945
	KY Discretionary Available	\$3,310,158,603	\$162,115,519	\$162,115,519	\$162,115,519	\$162,115,519
	Amendment \$ Adjustment	\$3,148,043,084	\$0	0	\$0	\$3,468,040
	Balance	\$162,115,519	\$162,115,519	\$162,115,519	\$162,115,519	\$158,647,479
IN	IN New HWY Capacity Total	\$70,104,188	\$70,104,188	\$70,104,188	\$70,104,188	\$70,104,188
	IN O&M Total	\$168,352,826	\$168,352,826	\$168,352,826	\$168,352,826	\$168,352,826
	IN Non-Hwy Total	\$9,751,735	\$9,751,735	\$9,751,735	\$9,751,735	\$9,751,735
	IN Transit	\$0	\$0	\$0	\$0	\$0
	Total IN Expenditures	\$248,208,749	\$248,208,749	\$248,208,749	\$248,208,749	\$248,208,749
	IN Discretionary Available	\$79,855,923			\$79,855,923	\$79,855,923
	Amendment \$ Adjustment	\$72,686,992	0	0	\$0	\$0
	Balance	\$7,168,931	\$7,168,931	\$7,168,931	\$79,855,923	\$79,855,923

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.

AIR QUALITY CONFORMITY

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.

Amendment 4 to the OKI 2040 Regional Transportation Plan and its short range component, the OKI FY2018-2021 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 and/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.

OKI has determined that the projects in this amended *OKI 2040 Regional Transportation Plan* and amended *FY2018-2021 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone 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 4. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Table 5.

This amendment to the OKI 2040 Regional Transportation Plan (also called the Metropolitan Transportation Plan (MTP)) and *OKI FY 2018-2021 TIP* involve the addition, deletion or changes to 3 non-exempt projects. Complete details on the transportation network changes and OKI's conformity process can be found in [*Air Quality Conformity Determination of the Amended OKI 2040 Regional Transportation Plan and the OKI FY 2018-FY2021 Transportation Improvement Program for the Cincinnati-Hamilton OH-KY-IN, Area for National Ambient Air Quality Standards \(NAAQS\) – Technical Documentation.*](#)

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 *FY2018-2021 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone 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 4. In 2016, Ohio and Indiana submitted ozone redesignation requests, with revised VOC and NO_x mobile vehicle emission budgets, to U.S. EPA for approval. The revised budgets were determined adequate in October 2016.

Table 4 - Quantitative Conformity Findings of
Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion²
of the Maintenance Area – 2008 and 2015 Ozone Standards

	<u>2020</u>	<u>2030</u>	<u>2040</u>
Ohio/Indiana VOC Budget	30.00	18.22	18.22
Ohio/Indiana VOC Emissions	24.16	12.33	10.52
Ohio/Indiana NO _x Budget	30.79	16.22	16.22
Ohio/Indiana NO _x Emissions	24.11	7.5	10.04

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone 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.
- OKI qualitatively finds no factors in the *OKI FY 2018-2021 TIP* or the *OKI 2040 Regional Transportation Plan* that would cause or contribute to a new daily ozone 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 FY 2018-2021 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 FY 2018-2021 TIP* or the *OKI 2040 Regional Transportation Plan* can interfere with their timely implementation.

CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION OF THE MAINTENANCE AREA

OKI has determined that the recommended projects in this *OKI FY 2018-2021 TIP* and the *OKI 2040 Regional Transportation Plan* are consistent with the air quality goals of the SIP and the conformity requirements under the 1997, 2008 and 2015 ozone standards. OKI’s quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Tables 5 and 6. Motor vehicle emissions budgets (MVEB’s) for the 1997 ozone standard were approved in 2013. The MVEB’s for the 2008 ozone standard were approved in April 2018.

Table 5 - 1997 Ozone Standard - Regional Emissions Analysis of
Ozone-forming Emissions (tons per day) for the Kentucky Portion
of the Maintenance Area (whole counties)

	<u>2020</u>	<u>2030</u>	<u>2040</u>
N. Kentucky VOC Budget	8.76	8.76	8.76
N. Kentucky VOC Emissions	2.91	1.32	0.84
N. Kentucky NO _x Budget	28.13	28.13	28.13
N. Kentucky NO _x Emissions	8.47	3.58	2.73

Table 6 - 2008 and 2015 Ozone Standards - Previous Regional Emissions Analysis of
Ozone-forming Emissions (tons per day) for the Kentucky Portion of the
Nonattainment/Maintenance Area (partial counties)

	<u>2020</u>	<u>2030</u>	<u>2040</u>
N. Kentucky VOC Budget	4.11	2.82	2.82
N. Kentucky VOC Emissions	3.46	1.98	1.69
N. Kentucky NO _x Budget	7.39	4.37	4.37
N. Kentucky NO _x Emissions	5.94	2.58	2.00

- For the 1997 ozone standard, VOC and NO_x emissions in the Kentucky portion of the ozone maintenance area do not exceed the 2020 VOC or NO_x budget for the budget year 2020, the interim year 2030, or the Plan year 2040.
- For the 2008 and 2015 ozone standards, VOC and NO_x emissions in the Kentucky portion of the ozone maintenance area do not exceed the 2020 VOC or NO_x budget for the budget year 2020, the budget year 2030, or the Plan year 2040.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the *OKI FY 2018-2021 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 FY 2018-2021 TIP* or the *OKI 2040 Regional Transportation Plan* can interfere with their timely implementation.

PERFORMANCE-BASED PLANNING

Performance based planning was originally promulgated in MAP-21 and continued in the FAST Act (23 CFR Part 490 Subparts A, C, and D). 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.

The first performance measure is Safety. The OKI Executive Committee at its regular public meeting of February 8, 2018 resolved by Resolution OKI 2018-05 to concur with and support each safety measure and target by agreeing to plan and program projects so that they contribute toward accomplishment of each state's Safety Performance Measure Targets. OKI 2040 Plan Performance Measure section of the full Plan is updated to include the performance targets. Staff will monitor and update as necessary to comply with FAST Act requirements.

OKI is working with local, state and federal partners to establish transportation performance measures and targets for all performance goals areas, including: safety, infrastructure conditions (notably pavement and bridges), system performance and environmental sustainability.

As of February 27, 2018, the state DOTs established annual statewide targets for each of the measures within 23 CFR Part 490, Subpart B, otherwise known as Category PM1 - Safety. These measures include:

- Subpart B
 - Number of fatalities
 - Fatality rate per 100 million vehicle miles traveled (mvmt)
 - Number of serious injuries
 - Serious injury rate per 100 mvmt
 - Number of non-motorized fatalities and serious injuries.

The FHWA guidance stipulates that multi-state MPOs can either elect to support each state's targets, or set their own target. On February 8, 2018, OKI passed a board resolution to adopt each state's targets.

The states have until May 20, 2018 to establish four-year targets for each of the measures within 23 CFR Part 490, Subparts C and D, otherwise known as Category PM2 – Infrastructure. These measures include:

- Subpart C
 - Percent of interstate pavement in good condition
 - Percent of interstate pavement in poor condition

- Percent of non-interstate pavement in good condition
- Percent of non-interstate pavement in poor condition
- Subpart D
 - Percent of NHS bridges in good condition
 - Percent of NHS bridges in poor condition

MPOs can either support each state’s targets, or elect to set their own. Regardless, MPOs do not have to formally adopt these targets until November 16, 2018, 180 days from state’s required adoption date.

States have until May 20, 2018 to establish targets of varying-length for each of the six measures within 23 CFR Part 490, Subparts E, F, G, and H, otherwise known as Category PM3 – Congestion and System Performance. These measures include:

- Subpart E
 - Percent reliable interstate miles traveled (4 year target)
 - Percent reliable non-interstate miles traveled (4 year target)
- Subpart F
 - Truck travel time reliability index (4 year target)
- Subpart G
 - Annual hours of peak hour excessive delay (PHED) per capita (4 year target)
 - Percent of non-single occupancy vehicle travel (2 and 4 year targets)
- Subpart H
 - Total NOx and VOC emissions reductions from CMAQ projects (2 and 4 year targets)

With regards to Subpart G, MPOs and any applicable state DOTs must establish collaborative targets for each qualifying MPO’s urbanized area. MPOs do not, however, have to formally adopt these targets until November 16, 2018. MPOs also have until November 16, 2018 to either adopt state targets, or establish their own for the remaining measures.

MAP-21 further requires OKI and all MPOs to include “a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets.” OKI will make MTP and TIP updates after May 27, 2018 for Category PM1. MTP and TIP updates for the remaining categories will take place after May 20, 2019.

PERFORMANCE MEASURE SUMMARY										
CATEGORY	MEASURES	TARGETS								
		ODOT			KYTC			INDOT		
		Annual	2 Year	4 Year	Annual	2 Year	4 Year	Annual	2 Year	4 Year
PM1 - SAFETY	# of Fatalities	1051			730			815		
	Fatality Rate per 100 MVMT	0.91			1.5			1.04		
	Number of Serious Injuries	9033			2800			3480		
	Serious Injury Rate per 100 MVMT	8.01			5.76			4.35		
	# of Non-Motorized Fatalities & Serious Injuries	840			293			417		
PM2 - INFRASTRUCTURE	% of Int. Pavements in Good Condition			50.0%			50.0%			84%
	% of Int. Pavements in Poor Condition			1.0%			2.0%			0.8%
	% of Non-Int. Pavements in Good Condition		35.0%	35.0%		35.0%	35.0%		79%	79%
	% of Non-Int. Pavements in Poor Condition		3.0%	3.0%		4.0%	4.0%		3.1%	3.1%
	% of NHS Bridges in Good Condition		50.0%	50.0%		35.0%	35.0%		48.3%	48.3%
	% of NHS Bridges in Poor Condition		5.0%	5.0%		3.7%	3.2%		2.6%	2.6%
PM3 - System Performance	% of Reliable Int. Miles Traveled		85.0%	85.0%		93.0%	93.0%		90.0%	92.8%
	% of Reliable Non-Int. Miles Traveled			80.0%			87.5%			89.8%
	Int. Truck Travel Time Reliability Index		1.5	1.5		1.2	1.2		1.3	1.2
	Annual Hours of Excessive Delay Per Capita			12			12			
	% of Non SOV Urbanized Area Travel		17.4%	17.4%		17.4%	17.4%			
	VOC Total Emission Reduction (kg/day)		69	69		100	200		1600	2600
	NOx Total Emission Reduction (kg/day)		537	537		100	200		1600	2200
	PM 2.5 Total Emission Reduction (kg/day)		36	36					20	30

TRANSIT ASSET MANAGEMENT PLANS

As the designated MPO, OKI is responsible for setting through a collaborative process, Transit Asset Management Plans (TAM) performance targets and measures for the Public Transit Agencies in the OKI Region in accordance with 49 CFR 625.33 and, as the designated recipient for 5310 funds, OKI is also responsible for developing a Tier II Group TAM Plan that includes an inventory of capital assets, condition assessment, identification of decision support tools or processes and investment prioritization for performance targets for sub recipients of FTA 5310 funds in the OKI Region.

OKI conducted Transit Asset Management and State of Good Repair planning processes with both the Public Transit Agencies and 5310 sub recipients in the region to inventory assets and develop the TAM Plan Performance Management Targets and Measures to advance safe and reliable transit service in the OKI region.

OKI has collaborated and coordinated with local, state and federal agencies including ODOT, KYTC, INDOT and FHWA, the Transit Authority of Northern Kentucky (TANK), Butler County Regional Transit Authority (BCRTA), Middletown Transit System (MTS), Warren

County Transit System (WCTS), Clermont Transit Connection (CTC), the Southwest Ohio Regional Transit Authority (SORTA), the 5310 Oversight Team and the OKI Intermodal Coordinating Committee (ICC) has recommended regional TAM performance targets and measures. The following Targets were adopted by the OKI Board through OKI Resolution 2018-25 in September, 2018 pertaining to transit asset management and state of good repair.

OKI Tier 2 Group Transit Asset Management Performance Targets for the OKI Region

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU - Cutaway Bus	5%	5%	5%	5%	5%
	MV - Mini-van	10%	10%	10%	10%	10%
	VN - Van	25%	25%	25%	25%	25%
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%	25%	25%	25%	25%
	Trucks and other Rubber Tire Vehicles	50%	50%	50%	50%	50%

Public Transit TAM Performance Targets for the OKI Region

Asset Category	Performance Measure	REGION
Rolling Stock (All revenue vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20%
Equipment (Non-revenue vehicles)	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	35%
Facilities (All buildings or structures)	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	0%
Infrastructure (Streetcar Track)	Percentage of Track segments with performance restrictions by class	10%

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 for 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 analysis was initiated on September 28, 2018. This document, in draft form, was distributed via email. Any interagency comments are included below.

The *OKI 2040 Regional Transportation Plan* was developed with attention to public involvement in accordance with the *OKI Participation Plan, January 2018*. Notice of the availability of the draft documents, the announcement of the public comment period and the October 9, 2018 public hearing were published in several local newspapers in September 2018. Beginning September 28, 2018 the draft conformity report was made available for public inspection on OKI's website and at OKI's office. Comments specifically regarding this conformity determination are included in the Appendix. Information on general comments received, and details on the entire public involvement process may be found in the TIP document. All public comments and the conformity results were reported to the OKI Executive Committee on October 11, 2018.