

***Amendment 3 -***  
**OKI 2040 REGIONAL  
TRANSPORTATION PLAN**



**March, 2018**

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

## Acknowledgments

<b>Title</b>	Amendment 3 - OKI 2040 Regional Transportation Plan
<b>Date</b>	March 8, 2018
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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. The first amendment to the Plan occurred in October 2016 and the second in April 2017.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to incorporate the high priority recommendations of the Bright 74 Study adopted by the OKI Board on November 10, 2016 and the Boone County Transportation Plan adopted by the OKI Board on January 11, 2018 and other changes identified since the previous amendment as noted below. Finally Due to their scope and regional significance, some projects trigger the need for this amendment, a new regional emissions analysis, and a new finding of conformity.

## PROJECT RECOMMENDATIONS

The recommendations of the *Bright 74 Study* resulted in the removal of the Bright Connector. The estimated cost of \$47.96 million is accounted for in the fiscal constraint determination below and considered in the air quality conformity as well. Several projects identified in coordination with Dearborn County Planning and the Dearborn County Engineer's Office were moved from the Needs list to the Plan.

The *Boone County Plan* identified several additional project needs as well as refined project costs to projects already in the Plan. Ten high priority projects are added. One project is moved to the needs list and six project costs are revised based on new information.

Other changes:

- Bridge replacement over the Little Miami River in Warren County: Add project requested by the Warren County Engineers office. This bridge replacement is on a modified alignment. The project is exempt from air quality determination.
- Lebanon Countryside YMCA Multi-use Trail: Realignment and extension from downtown Lebanon to Bike Park and neighborhoods on the east side of BYP-48
- Elmore Connector: Remove the proposed project which is no longer supported by stakeholders or the local sponsor (change made in TIP Amendment #7)
- US-27 in Campbell County: Scope change from 5 lanes to roadway upgrade and intersection improvements (change made in TIP Amendment #7)

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

County	Source	Action	PID	Project	Current YOES	Amended YOES
Boone	BCS	rev cost	4656	Graves Rd / I-275 interchange	\$103,430,000	\$51,670,000
Boone	BCS	rev cost	4657	I-71/75 @ I-275, KY-236 & KY-1017	\$151,870,000	\$109,670,000
Boone	BCS	Del project	4669	KY-842 Houston/Hopeful intersection	\$51,960,000	\$0
Boone	BCS	rev cost	4678	KY-842 Richardson Rd. bridge over NS	\$14,800,000	\$9,360,000
Boone	BCS	rev cost	4700	US-25 at KY-536	\$50,520,000	\$31,250,000
Boone	BCS	rev cost	4480	I-71/75 corridor study	\$60,000	\$3,000,000
Boone	BCS	rev cost	4476	US-25 enhanced bus corridor	\$5,000,000	\$5,360,000
Boone	BCS	Add project	new	I-71/75. KY 14 (Mary Grubbs Highway) Southbound Ramps	\$0	\$2,600,000
Boone	BCS	Add project	new	I-71/75 us 42	\$0	\$71,280,000
Boone	BCS	Add project	new	Mineola Pike	\$0	\$19,490,000
Boone	BCS	Add project	new	Ky 236	\$0	\$32,000,000
Boone	BCS	Add project	new	Mineola Ext.	\$0	\$7,610,000
Boone	BCS	Add project	new	I-71/75 Rest area truck parking	\$0	\$2,740,000
Boone	BCS	Add project	new	Youell Road Connector	\$0	\$43,050,000
Boone	BCS	Add project	new	Mall Road Connector Phase 1	\$0	\$14,720,000
Boone	BCS	Add project	new	KY 237 North Bend	\$0	\$9,610,000
Boone	BCS	Add project	new	KY 237 Gunpowder	\$0	\$17,280,000
Campbell	KYTC req.	revise scope	6-8706	US-27	\$70,790,000	\$5,000,000
				<b>KY Subtotal</b>	<b>\$448,430,000</b>	<b>\$435,690,000</b>
Hamilton	local req.	Del project	98109	Elmore Connector	\$2,882,612	0
Warren	local req.	Add project	new	Kings Connector at Grandin	\$0	\$10,000,000
Warren	local req.	Del cost	4398	Mason Mtgy (local funds)	\$9,590,000	\$0
Warren	local req.	Add project	new	Countryside Y Bike Trail Ext fed\$	\$0	\$1,000,000
				<b>Ohio Subtotal</b>	<b>\$12,472,612</b>	<b>\$11,000,000</b>
Dearborn	B74	Del project	4450	B74 Connector	\$47,960,000	0
Dearborn	local req.	Del project	3334	South SR 1 Corridor Improvement	\$24,730,000	\$0
Dearborn	local req.	Del project	808	Rail corridor right of way	\$2,830,000	\$0
Dearborn	local req.	Add project	801	SR-1 US-50 to w of Ridge/Belleview	\$0	\$8,443,532
Dearborn	local req.	Add project	3335	SR 1 intersections: Pribble, Mt. Pleasant, York Ridge, Sawdon Ridge, and North Dearborn	\$0	\$6,092,014
Dearborn	local req.	Add project	4914	Riverfront Trail Greendale Connector	\$0	\$450,809
Dearborn	local req.	Add project	4966	Pribble	\$0	\$15,596,587
Dearborn	local req.	Add project	4968	Greendale Trail - U.S. 50 Connector to Ohio	\$0	\$706,674
Dearborn	local req.	Add project	4925	Dearborn Trails Extension (Aurora)	\$0	\$316,785
Dearborn	local req.	Add project	4965	SR 1 New Northern Intersection	\$0	\$609,201
Dearborn	local req.	Add project	4926	Greendale I275/US50 Pedestrian Bridges	\$0	\$6,579,376
Dearborn	local req.	Add project	4924	Bright Elementary Trail	\$0	\$572,649
Dearborn	local req.	Add project	4960	US 50	\$0	\$4,508,091
Dearborn	B74	Add project	4450	North Dearborn	\$0	\$7,720,311
Dearborn	B74	Add project	4450	Whites Hill	\$0	\$17,483,774
Dearborn	local req.	Add project	4450	SR46	\$0	\$1,559,659
Dearborn	local req.	Add project	3336	SR 1 NB Truck Climbing Ln. 1.5 mi. S of Dover	\$0	\$4,678,976
				<b>Indiana Subtotal</b>	<b>\$75,520,000</b>	<b>\$75,318,438</b>
Note: BCS = Boone County Study, Jan. 2018; B74 = Bright 74 Study Nov. 2016.						
YOES = Year of Expenditure Cost						

## 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*.

<b>OKI 2040 Regional Transportation Plan Fiscal Constraint</b>					
	Breakdown by State	2020 - 2040	Amend 1	Amend 2	Amend 3
<b>Ohio</b>	OH New HWY Capacity Total	\$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
	OH Non-Hwy Total	\$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
	OH Transit Operating	\$2,070,487,818	\$2,070,487,818	\$2,070,487,818	\$2,070,487,818
	Expenditures	\$9,726,170,395	\$9,726,170,395	\$9,726,170,395	\$9,726,170,395
	Available	\$3,899,081,532	\$574,496,613	\$574,496,613	\$574,496,613
	Ohio Project Amount	\$3,324,584,919	0	0	-\$1,472,612
	Balance	\$574,496,613	\$574,496,613	\$574,496,613	<b>\$575,969,225</b>
<b>Kentucky</b>	KY New HWY Capacity Total	\$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
	KY Non-Hwy Total	\$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
	KY Transit Operating	\$783,666,323	\$783,666,323	\$783,666,323	\$783,666,323
	Expenditures	\$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	\$110,625,519	\$110,625,519
	KY Plan Project Amount	\$3,148,043,084	\$51,490,000	0	-\$12,740,000
	Balance	\$162,115,519	\$110,625,519	\$110,625,519	<b>\$123,365,519</b>
<b>Indiana</b>	IN New HWY Capacity Total	\$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
	IN Non-Hwy Total	\$9,751,735	\$9,751,735	\$9,751,735	\$9,751,735
	IN Transit	\$0	\$0	\$0	\$0
	Total IN Region Expenditures	\$248,208,749	\$248,208,749	\$248,208,749	\$248,208,749
	Available	\$79,855,923			\$79,855,923
	Indiana Plan Project Amount	\$72,686,992	0	0	\$75,318,438
	Balance	\$7,168,931	\$7,168,931	\$7,168,931	<b>\$4,537,485</b>

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. Documentation of the air quality conformity determination is provided in *AIR QUALITY CONFORMITY DETERMINATION OF THE 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*

### **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 3 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<sub>x</sub>) in the Ohio and Indiana portion of the ozone maintenance area are found in Table 1. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) are found in Table 2.

Table 1  
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio<sup>1</sup> and Indiana Portion<sup>2</sup> of the Maintenance Area

	<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	14.79	10.52
Ohio/Indiana NO <sub>x</sub> Budget	30.79	16.22	16.22
Ohio/Indiana NO <sub>x</sub> Emissions	24.11	13.10	10.04

- VOC and NO<sub>x</sub> emissions in the Ohio and Indiana portion of the ozone area do not exceed the 2020 VOC or NO<sub>x</sub> 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.

Table 2  
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	4.10	2.87	2.87
N. Kentucky VOC Emissions	3.46	1.98	1.69
N. Kentucky NO <sub>x</sub> Budget	7.35	4.64	4.64

N. Kentucky NO <sub>x</sub> Emissions	5.94	2.59	2.00
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- VOC and NO<sub>x</sub> emissions in the Kentucky portion of the ozone nonattainment area do not exceed the 2020 VOC or NO<sub>x</sub> budget for the budget year 2020, the intermediate 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.

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 15 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*.

#### **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.

#### **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 analysis was initiated on February 20, 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 March 5, 2018 public hearing were published in several local newspapers in February 2018. Beginning February 21, 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 March 8, 2018.