

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



January, 2013

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

Acknowledgments

Title	Amendment 1 - OKI 2040 Regional Transportation Plan
Date	January 10, 2013
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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 originally adopted by the OKI Board of Directors on June 14, 2012.

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

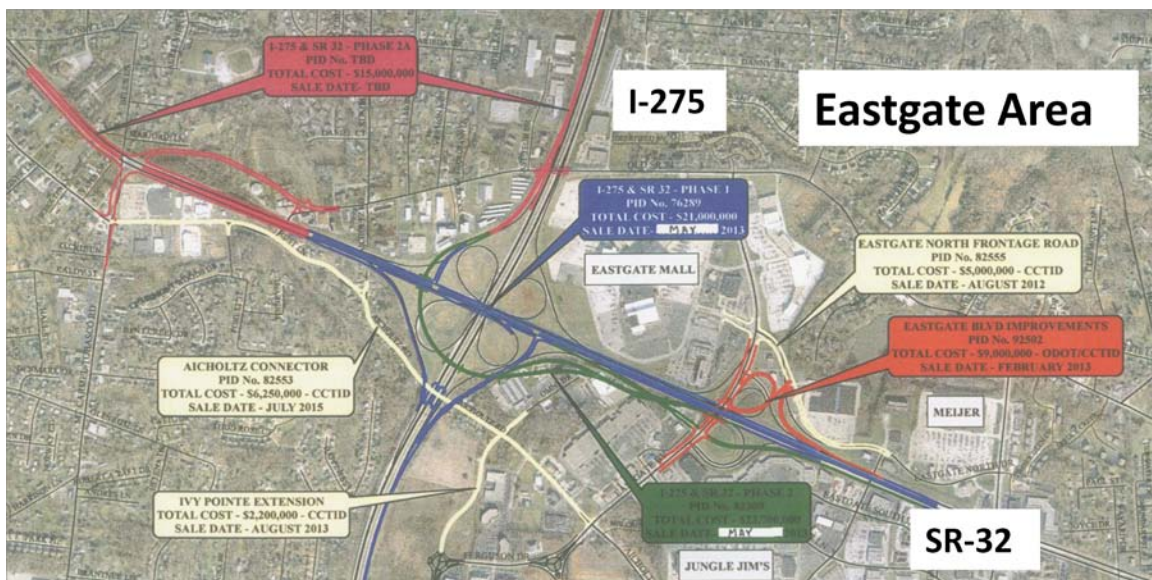
- 1) Modify the air quality analysis year for the I-275/SR-32 interchange in Clermont County
- 2) Add I-71 southbound auxiliary lane from Pfeiffer Road to SR-126 in Hamilton County
- 3) Add I-71 northbound auxiliary lane from SR 562 to Red Bank Expressway in Hamilton County
- 4) Remove Oxford Connector in Butler County
- 5) Add Veterans Way Extension in Boone County

A copy of the full *OKI 2040 Regional Transportation Plan* is available on-line at www.oki.org.

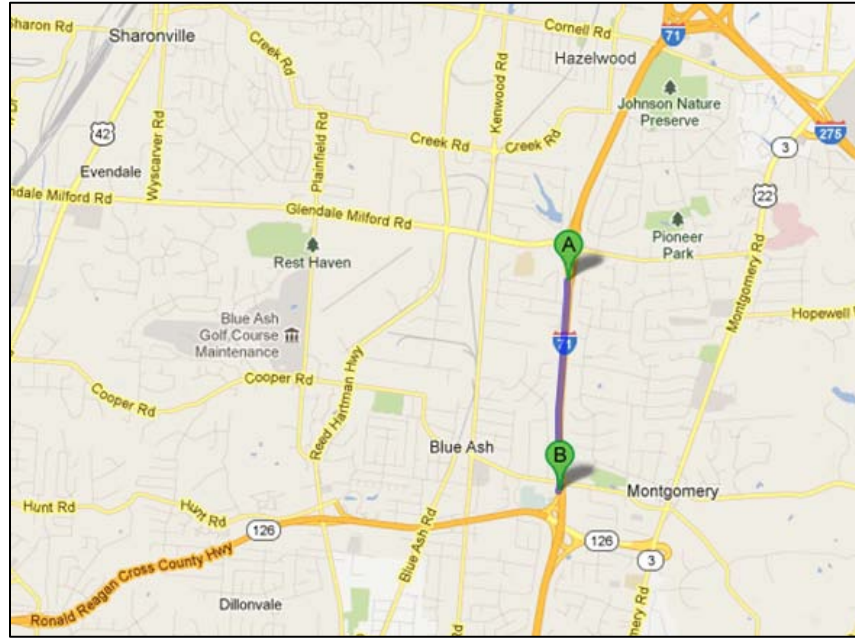
The OKI 2040 Plan has fiscal capacity to accommodate the project and the emissions impacts are positive. Following is a more detailed description of each.

PROJECT RECOMMENDATIONS

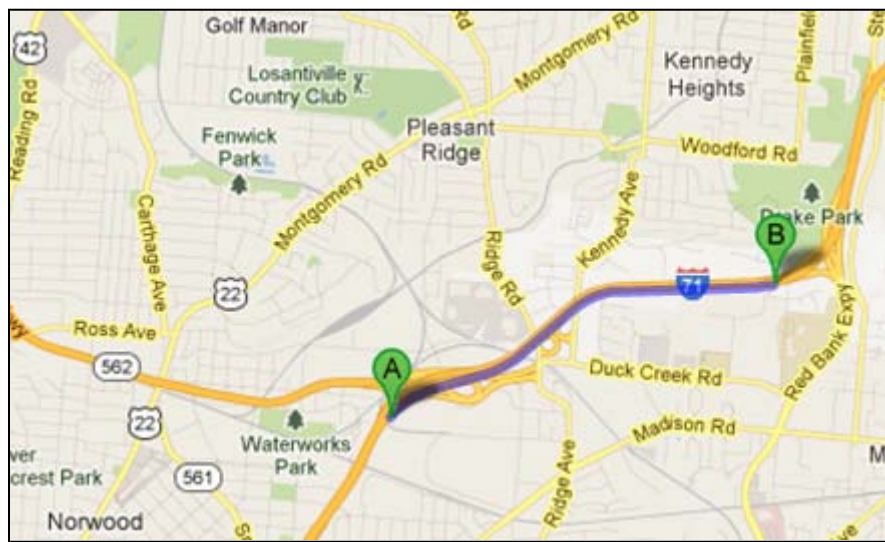
I-275/SR-32 interchange in Clermont County (TIP #76289) – The project has advanced beyond its original estimated timeline and a change in the air quality analysis year from 2020 is necessary.



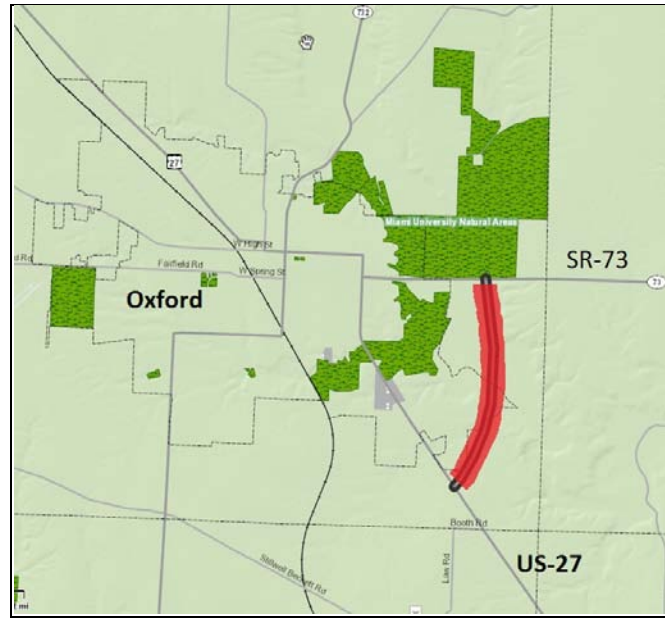
I-71 southbound auxiliary lane (PID 94628) - add a southbound auxiliary lane to I-71 from Pfeiffer Road to SR 126 in Hamilton County. ODOT has identified the project as a safety improvement but because the lane is more than one mile in length it has been determined that air quality conformity is required. This project is included in 2020 and subsequent highway networks.



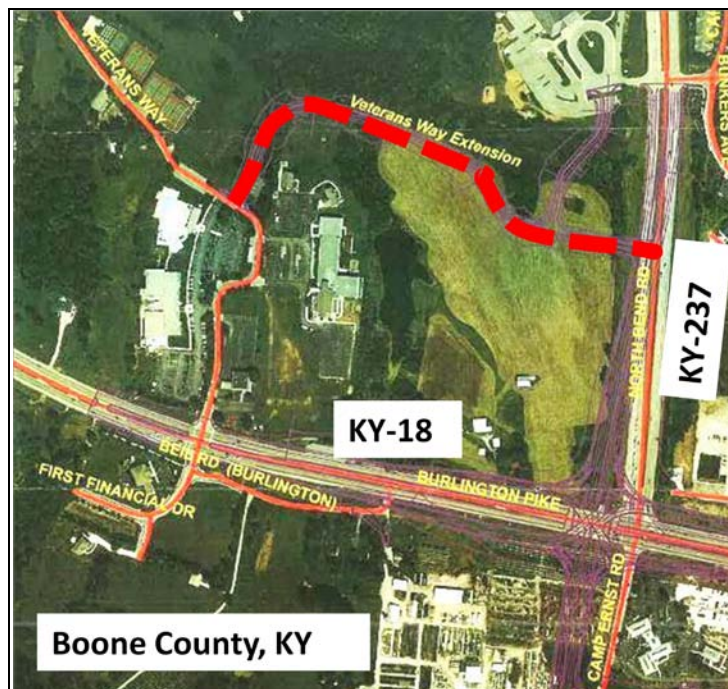
I-71 northbound auxiliary lane (PID 94741) - add a northbound auxiliary lane to I-71 from SR 562 to Red Bank Expressway in Hamilton County. ODOT has identified the project as a safety improvement but because the lane is more than one mile in length it has been determined that air quality conformity is required. This project is included in 2020 and subsequent highway networks.



Oxford Connector (PID 80516) – Final recommendations of the Oxford area transportation study did not include this project as originally anticipated by staff. The two-lane connector from US 27 to SR 73 must therefore be removed from the 2040 Plan (and TIP) to be consistent with local goals.



Veterans Way (Plan #523) –The facility provides a new connection between KY 237 and KY 18. The project was identified during the 2012 SNK funding application process and was not originally included in the Plan. Veteran's Way and the extension were added as a collector to the functional class network in Boone County.



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	Amount
Total Revenues Available for Discretionary Projects	\$6,274,831,123
Total Costs for Discretionary Projects	\$5,987,210,000
Uncommitted	\$287,621,123
I-275/SR 32 Interchange (no change in cost)	-\$0
I-71 SB auxiliary lane Pfeiffer to SR 126	-\$3,065,000
I-71 NB auxiliary lane SR 562 to Red Bank	-\$12,020,000
Oxford Connector (return revenue to uncommitted)	+\$9,015,000
<i>New Uncommitted Amount</i>	<i>\$281,551,123</i>
Kentucky	
Total Revenues Available for Discretionary Projects	\$3,756,726,883
Total Costs for Discretionary Projects	\$3,295,950,000
Uncommitted	\$460,776,883
Veterans Way	\$1,850,000
<i>New Uncommitted Amount</i>	<i>\$458,926,883</i>
Indiana	
Total Revenues Available for Discretionary Projects	\$269,145,949
Total Costs for Discretionary Projects	\$114,470,000
Uncommitted	\$154,675,949

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 21, 2012, OKI adopted its *OKI 2040 Regional Transportation Plan* and amendment the *OKI FY2012-2015 Transportation Improvement Program*.

This report documents that *Amendment 1 to the OKI 2040 Regional Transportation Plan* and its short range component, the *OKI FY2012-2015 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*. Details on the conformity criteria, consultation procedures, the conformity process, methodologies, emission factor, and model input parameters are described in the technical documentation to the *OKI 2040 Regional Transportation Plan, June 2012*.

A conformity amendment to the Plan or TIP is necessary if the revision involves changes to 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. The projects involved in this Amendment, as listed in Table 1, are considered "non-exempt" in regards to air quality and thus are required to be included in a conformity finding. OKI's highway and transit networks include the existing transportation system plus all regionally significant projects regardless of funding source.

Amendment 1 changes the analysis years and scope for one project and adds three projects. Details of the changes are listed in Table 1 below. Tables 2 and 3 summarize the conformity analysis years and tests required. A draft conformity report, with a new regional emissions analysis, was provided to an Interagency Consultation group on December 11, 2012. It was made available for public

comment, beginning on December 12, 2012. The amendment is scheduled for action by the OKI Board of Directors on January 10, 2013.

Table 1 - Amendment #1
Changes to Transportation Networks

ID	State	County	Facility	Description	Scope Change	Orig. AQ Analysis Year	Revised AQ Analysis Year
TIP #80516	OH	But	New Oxford Connect.	Construct new two-lane connector road from US 27 to SR 73	Delete	2020	NA
TIP #76289	OH	Cler	I-275	Combine Phase 1 (PID #76289) and Phase 2 (PID #82309) of IR 275/SR 32 interchange project.	Yes	2040	2020
TIP #94628	OH	Ham	I-71	Provide an additional 1.30 mile southbound (auxiliary) lane from Pfeiffer on-ramp to SR 126 off-ramp.	Add	NA	2020
TIP #94741	OH	Ham	I-71	Provide an additional 1.06 mile northbound (auxiliary) lane from SR 562 to Red Bank Expressway	Add	NA	2020
Plan #523	KY	Boo	Veterans Way	2-lane extension of existing Veterans Way between KY 18 and KY 237	Add	NA	2020

Table 2 - Conformity Analysis Years and Tests
Ozone

<u>Ozone</u>	
Attainment status:	Marginal ozone nonattainment – 2008 standard
Geography:	Butler, Clermont, Clinton, Hamilton, & Warren Counties in Ohio; Boone (partial), Campbell (partial), & Kenton Counties (partial) in Kentucky; Lawrenceburg Twp, Dearborn County Indiana
A/Q Budget Status:	MOBILE-based 8-Hour ozone budgets approved for 1997 standard. As of 11/15/12, MOVES-based ozone budgets were submitted to EPA for approval.
SIP Commitments:	RVP 7.8 in Ohio Counties (except Clinton) RFG in Kentucky Counties
Conformity Tests:	Ozone budget tests of OKI Plan/TIP analysis years plus Clinton 24-hour summer emissions. Demonstrate conformity to both MOBILE and MOVES-based ozone budgets. Continue to use existing, approved 8-hour (1997) ozone budgets.
Analysis Years:	2015 Budget year, 2020 Budget year, 2030 Interim year, 2040 Plan horizon year

Other:	ODOT provided Clinton Co. emissions to OKI. OKI prepared both MOBILE and MOVES-based VOC and NOx emissions. Kentucky: using existing approved 1997 ozone budget and emissions for entire counties per option outlined in EPA Multi-Jurisdictional Conformity Guidance document, July 2004. New ozone budgets for partial Kentucky counties to be developed as part of SIP process.
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Table 3 - Conformity Analysis Years and Tests
PM2.5

PM2.5	
Attainment status:	PM _{2.5} maintenance area – 1997 annual standard
Geography:	Butler, Clermont, Hamilton, & Warren Counties in Ohio; Boone, Campbell, & Kenton Counties in Kentucky; Lawrenceburg Twp, Dearborn County Indiana
A/Q Status:	PM _{2.5} MOVES-based budgets approved
SIP Commitments:	None
Conformity Tests:	Annual PM _{2.5} budget tests of OKI Plan/TIP analysis year networks
Analysis Years:	2015 Budget year, 2021 Budget year, 2030 Interim year, 2040 Plan horizon year
Other:	Use of MOVES required. PM _{2.5} includes brake and tire wear

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

OKI has determined that the recommended projects in this amended *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) in the Ohio and Indiana portion of the ozone maintenance area are found in Table 4. The MOBILE6.2-based emissions and budgets are shown in Table 5. Table 6 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.

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

	2015	2020	2030	2040
Ohio/Indiana VOC Budget	56.06	42.83	42.83	42.83
Ohio/Indiana VOC Emissions	37.21	28.80	24.49	24.67
Ohio/Indiana NOx Budget	94.24	73.13	73.13	73.13
Ohio/Indiana NOx Emissions	67.88	53.97	50.01	24.30

Table 5
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion² of the Maintenance Area – MOBILE6.2

	<u>2015</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Ohio/Indiana VOC Budget	31.73	28.82	28.82	28.82
Ohio/Indiana VOC Emissions	28.22	24.09	24.00	25.89
Ohio/Indiana NOx Budget	49.00	34.39	34.39	34.39
Ohio/Indiana NOx Emissions	42.71	30.04	23.83	25.00

Table 6
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Ohio and Indiana Portion² of the Maintenance Area - MOVES

	<u>2015</u>	<u>2021</u>	<u>2030</u>	<u>2040</u>
Ohio Annual Direct PM2.5 Budget	1678.60	1241.19	1241.19	1241.19
Ohio Annual Direct PM2.5 Emissions	499.05	405.07	362.89	404.22
Ohio Annual NOx Budget	35723.83	21747.71	21747.71	21747.71
Ohio Annual NOx Emissions	24062.39	19471.56	18929.64	9247.04

¹Includes Clinton County

²Dearborn County emissions are for the maintenance portion only

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone maintenance area do not exceed the 2015 VOC or NO_x budget or the 2020 VOC or NO_x budget for the budget years 2015 and 2020, the intermediate year 2030, or the Plan year 2040.
- Annual Direct PM2.5 and annual NO_x emissions in the Ohio and Indiana portion of the PM2.5 maintenance area do not exceed the 2015, or 2021 budget for the budget years 2015 and 2021, the intermediate year 2030, or the Plan year 2040.
- OKI qualitatively finds no factors in the TIP or the amended *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 2015 for the Ohio and Indiana portion of the maintenance area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in 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 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 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 PM2.5 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 7. The MOBILE6.2-based emissions and budgets are shown in Table 8. The emissions include the impact of reformulated gasoline (RFG) as a SIP commitment. The PM2.5 quantitative conformity finding is found in Table 9.

Table 7

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

	<u>2015</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
N. Kentucky VOC Budget	11.15	8.76	8.76	8.76
N. Kentucky VOC Emissions	6.60	4.34	3.62	3.99
N. Kentucky NO _x Budget	37.87	28.13	28.13	28.13
N. Kentucky NO _x Emissions	18.97	9.02	8.43	7.11

Table 8

Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Nonattainment Area – MOBILE6.2

	<u>2015</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
N. Kentucky VOC Budget	9.76	10.07	10.07	10.07
N. Kentucky VOC Emissions	7.91	7.12	6.39	7.97
N. Kentucky NO _x Budget	14.40	13.27	13.27	13.27
N. Kentucky NO _x Emissions	11.26	8.07	6.20	6.81

Table 9

Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Kentucky Portion of the Nonattainment Area - MOVES

	<u>2015</u>	<u>2021</u>	<u>2030</u>	<u>2040</u>
N. Kentucky Direct PM2.5 Annual Budget	389.67	302.92	302.92	302.92
N. Kentucky Direct PM2.5 Annual Emissions	323.61	119.33	90.66	106.34
N. Kentucky NO _x Annual Budget	8045.65	7384.32	7384.32	7384.32
N. Kentucky NO _x Annual Emissions	6547.65	3099.04	3265.19	2673.51

- VOC and NO_x emissions in the Kentucky portion of the ozone maintenance area do not exceed the 2015 VOC or NO_x budget or the 2020 VOC or NO_x budget for the budget years 2015 and 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 2015, or 2021 budget for the budget years 2015 and 2021, the intermediate year 2030, or the Plan year 2040.
- OKI qualitatively finds no factors in the TIP or the amended *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 2015 for the Kentucky portion of the maintenance area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in 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 *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. Consultation for this amendment was initiated on November 15th with electronic mail correspondence from OKI that outlined the proposed amendment and schedule. The interagency consultation process was undertaken in accordance with OKI's Transportation Conformity Consultation Memorandum of Understanding (MOU), as adopted by the OKI Board of Directors on April 10, 2008. Beginning December 12, 2012, copies of the draft amendment report, as well as this conformity document, were made available for public inspection on OKI's website and at OKI's office. Notice of the availability of the draft documents, the announcement of the public comment period and the January 7, 2013 public hearing were published in several local newspapers.

The *OKI 2040 Regional Transportation Plan "Moving the Region Forward"* was developed with significant attention to public involvement. Please refer to Chapter 2. 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, January 7, 2013 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.