

Amendment 3 -
**OKI 2040 REGIONAL
TRANSPORTATION PLAN
and OKI FY 2014-2017 TIP**



November, 2014

Revised 2/6/2015

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

Acknowledgments

Title	Amendment 3 - OKI 2040 Regional Transportation Plan and OKI FY 2014-2017 TIP
Date	November 13, 2014. Document Revised 2/6/15 to correct PID
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INTRODUCTION

This report constitutes an amendment to the regional transportation plan and TIP 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. Amendment 1 to this Plan was adopted by the OKI Board of Directors in January, 2013 and Amendment 2 to the OKI Plan and FY 2014-17 TIP was adopted October 11, 2013.

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

- 1) Add Clepper Lane Extension in Clermont County which was selected for STP funding through the 2014 Ohio STP process
- 2) Add Yankee Road Extension in Butler County which is an additional Ohio 2014 STP fundable project
- 3) Add the Elmore Connector in the City of Cincinnati requested by ODOT
- 4) Add Hamilton County Thru the Valley – Phase 5 and update project construction cost estimates (several related elements are already part of the Plan)
- 5) Modify various projects in Northern Kentucky identified through the KYTC Six Year Plan update process.
- 6) Revise PID numbers, update construction cost estimates and adjust air quality analysis years for several projects throughout the region
- 7) Other administrative revisions

A copy of the full *OKI 2040 Regional Transportation Plan and OKI FY 2014-2017 Transportation Improvement Program* are 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.

OHIO PROJECT RECOMMENDATIONS

Clepper Lane Extension (PID 82552) (Add project)

The OKI Board approved funding for this Clermont TID project in June 2014. The project is an extension of Clepper Lane that will provide a new connection from Glen Este – Withamsville Road to Elick Lane (Bach-Buxton Rd.) on the south side of SR-32. Clepper Lane runs east-west parallel to SR-32. Construction year is estimated to be 2019.



Yankee Road Extension (add project)

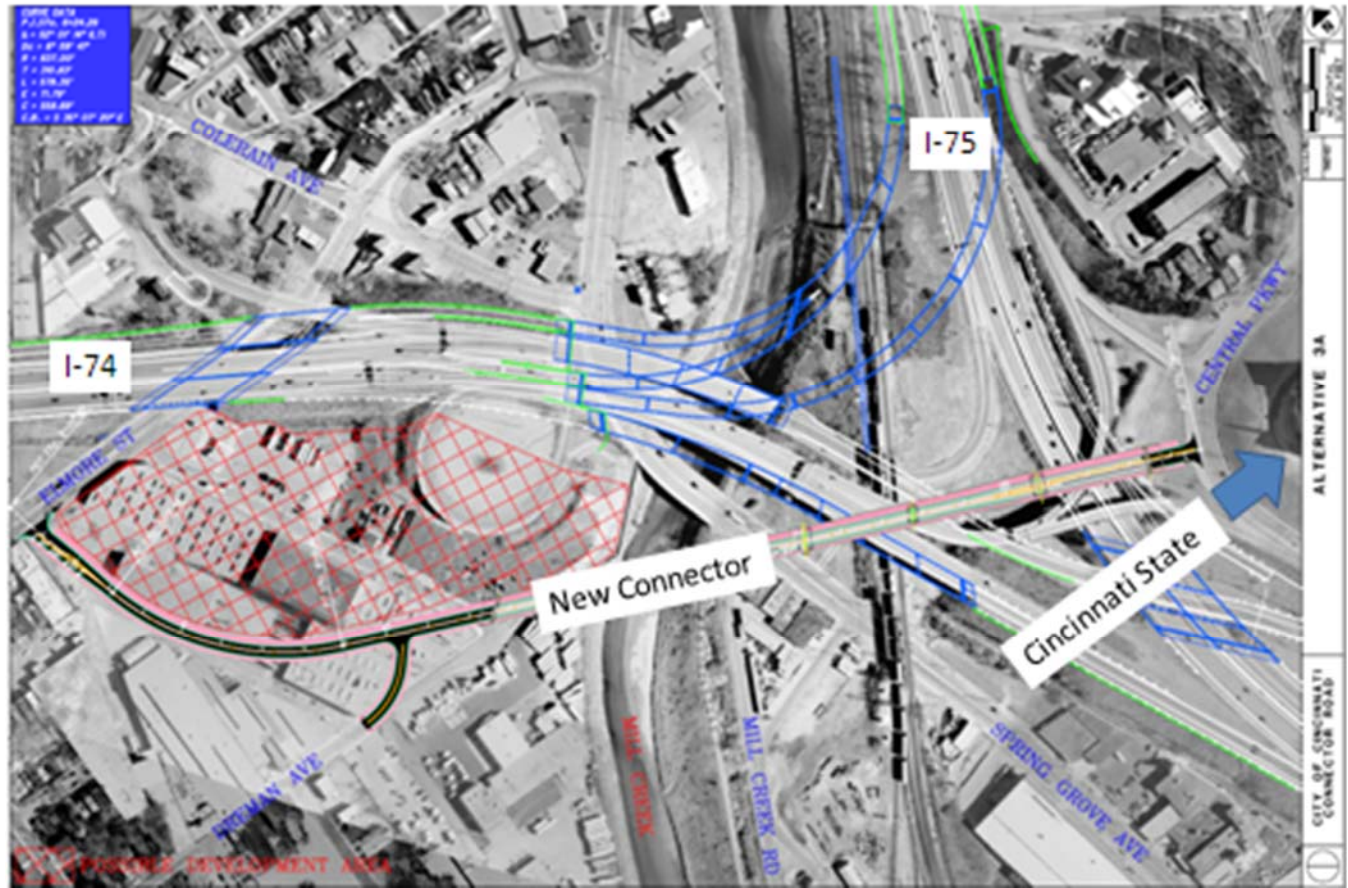
Relocation of Yankee Road to a new alignment extending from its current intersection with Todhunter Road to the northern terminus of Salzman Road, approximately 2,750 feet. Yankee Road is a major truck route and will allow trucks to take the shorter route to SR 63 to access I-75. Construction is estimated to begin in 2017.



Elmore Connector (PID 98109) (Add project)

The Ohio DOT requested that OKI add the Elmore Connector as part of the Mill Creek Expressway program of projects to upgrade I-75. The facility will provide important access to/from the South Cumminsville and Northside neighborhoods to Central Parkway and Cincinnati State College.

Elmore Connector



SR-747 in Butler County (revise project)

Widening SR 747 from 2 to 5 lanes between Princeton Road and Millikin Road with improvements at Millikin Road. Project includes a multi-use path on the east side of SR 747, a sidewalk for part of the length of the project on the west side and median islands where possible. Construction is estimated to begin in 2017. Change AQ analysis year from 2030 to 2020. This is a subpart of the existing project #105 which covers Priceton Rd. to SR-4.

Other Changes to Ohio projects are summarized below. Of note, PID 88132 is a component of the I-75 Thru the Valley program of projects. It is added to account for the cost and timing of the project. The project has already been included in the air quality analysis of the larger project. Most of the remaining revisions are made to update project costs. Two are administrative in nature with a change to the project identification number

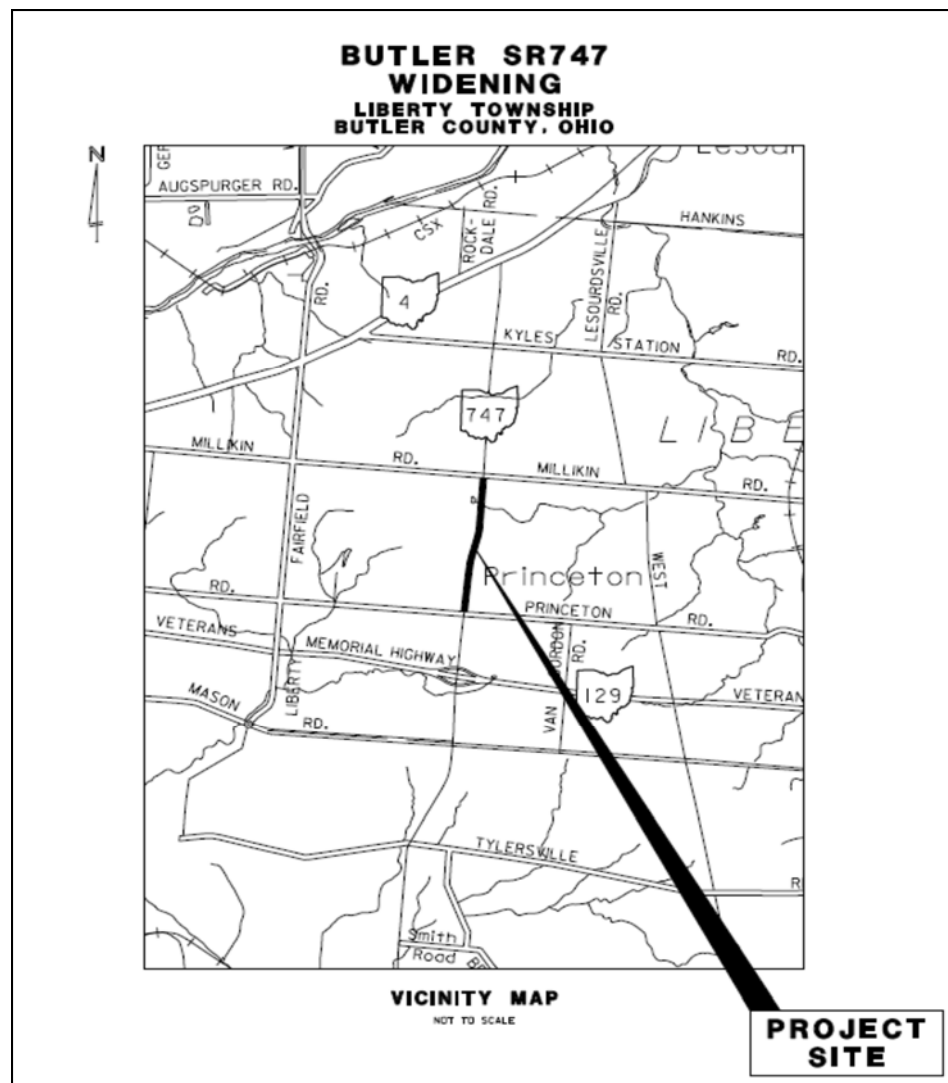


Table 1 - Ohio Project Summary

County	PID	Route	Description	Plan YOE \$	Amend 3	Change	Notes
Butler	81174	South Hamilton Crossing	Replace with railroad grade separation connecting SR 4 and University Blvd	\$19,003,000	\$21,520,463	(\$2,517,463)	
Butler	105	SR-747	Widen from 2 to 5 lanes from Princeton Rd. to Milikin Rd. with median and multi-use side path	\$31,435,500		\$0	Add A3, AQ year
Butler		Yankee Rd.	Relocation of Yankee Road on new alignment to directly connect to SR-63	\$0	\$2,102,815	(\$2,102,815)	New
Clermont	93968	I-275	Interchange at SR-32 Phase 2A, new PID replaces 82309	\$50,430,000	\$16,500,000	\$33,930,000	AQ year
Clermont	82552 448	Aicholtz Road Extension	New 5 lane roadway from Glen Este-Withamsville Road to Bach-Buxton Rd.	\$15,640,000	\$22,062,000	(\$6,422,000)	Change AQ year to 2030
Clermont	82370 82552	Clepper Lane	Extend from Glen Este-Withamsville Road to Bach-Buxton Rd.	\$0	\$7,500,000	(\$7,500,000)	Add A3, non-exempt
Clermont	207	Old 74 Phase 1	Add TWLTL and sidewalks from GEW to Old 74 SR/SR32	\$13,684,600	\$7,500,000	\$6,184,600	Add A3, exempt
Hamilton	76256	I-75	TTV Phase 8: Pavement rehab from Glendale Milford Rd to I-275	\$74,208,000	\$67,700,000	\$6,508,000	
Hamilton	82286	I-75	MCE Phase 7: Reconstruct from north of Mitchell Ave Interchange through SR 562 Interchange	\$42,791,500	\$36,463,300	\$6,328,200	
Hamilton	83723	I-75	MCE Phase 5: Add one lane from Monmouth overpass to just south of Clifton and reconfigure I-74/I-75 Interchange	\$136,331,000	\$164,460,000	(\$28,129,000)	
Hamilton	88129	I-75	TTV Phase 4: Replace railroad bridge on southbound I-75 in the split	\$24,480,000	\$24,800,000	(\$320,000)	
Hamilton	88133	I-75	TTV Phase 6: Add fourth lane and auxiliary lane for northbound traffic between Galbraith Rd and Shepherd Rd	\$100,930,000	\$102,400,000	(\$1,470,000)	
Hamilton	88134	I-75	TTV Phase 7: Construct new ramps from westbound SR 126 to northbound I-75 and southbound I-75 to southbound SR 126	\$66,820,000	\$69,300,000	(\$2,480,000)	
Hamilton	307	I-75	MCE Phase 8: Add a lane SR 562 to SR 126/Galbraith Rd improve SR 562/Paddock interchange remove Towne Interchange	\$241,481,300	\$122,330,000	\$119,151,300	
Hamilton	314	I-75	TTV Phase 3: Add one lane and relocate exit/entrance ramps to/from Galbraith Rd and SR 126	\$179,136,500	\$93,800,000	\$85,336,500	

Hamilton	315	I-75	TTV Phase 7: Construct new ramp for westbound SR 126 to northbound I-75 and southbound I-75 to westbound SR 126/remove ramp from Galbraith Rd to westbound SR 126	\$132,146,300	\$0	\$132,146,300	Delete A3 duplicate of 88134
Hamilton	316	I-75	TTV Phase 8: Major rehabilitation to pavement and bridges from Glendale Milford Rd to Kemper Rd	\$137,882,200	\$0	\$137,882,200	Delete A3 duplicate of 76256
Hamilton	88132	I-75	TTV Phase 5: Add fourth lane and auxiliary lane for southbound traffic between Sheperd to Galbraith		\$80,300,000	(\$80,300,000)	Add A3, AQ
Hamilton	98109	Elmore Connector	New 2-lane connector from west side of I-75 to Central Pkwy near Cincinnati State		\$36,277,000	(\$36,277,000)	Add A3, AQ
Hamilton	318 85388	Western Hills Viaduct	Replace or repair viaduct	\$244,900,900	\$244,900,900	\$0	ID change
Hamilton	89077 89068	I-71 (Brent Spence Bridge)	Ohio's share of design and construction of the new Ohio River Bridge.	\$61,800,000	\$61,800,000	\$0	ID change

Total

\$359,948,822

KENTUCKY PROJECT RECOMMENDATIONS

In summer 2013 OKI staff, board leadership and stakeholders from Northern Kentucky reviewed and prioritized the Kentucky Unfunded Needs List. This effort identified two projects in the Plan that are currently not a priority (projects 504 and 521) in Boone County. 504 was a proposal to add a lane to the ramp from I-71/75 SB to I-71 SB. 521 is described as widening of KY 338 from US 25 to Triple Crown Blvd. In 2014 the Kentucky Six Year Highway Plan was adopted necessitating several adjustments to projects and project costs. These changes result in a net increase in cost estimates of \$6,338,100. This change is reflected as “Adjustment from Amendment 3” in the table below.

Table 2 - Kentucky Project Summary

County	PID	Route	Description	Plan YOE \$	Amend 3	Change	Notes
Boone	504	I-71/75 south Interchange	Add 1 lane to ramp from I-71/75 to I-71 SB	\$10,947,700	\$0	\$10,947,700	remove per UNL work
Boone	521	KY 338	Widen Richwood Rd from US 25 to Triple Crown Blvd	\$6,057,200	\$11,250,000	(\$5,192,800)	Removed from TIP AQ year to 2040
Boone	6-158.00	KY 536	US 42 to I-75	\$32,480,000	\$32,790,000	(\$310,000)	per 6YP
Boone	6-14.0	I-75	Interchange at KY 536	\$41,190,000	\$33,870,000	\$7,320,000	per 6YP
Boone	6-18.0	I-75	Interchange at KY 338	\$37,510,000	\$58,900,000	(\$21,390,000)	per 6YP
Campbell	6-352.0	KY-536	US 27 to KY 9 extension	\$41,430,000	\$40,130,000	\$1,300,000	per 6YP
Campbell	8105.04 8105.05	NKU Loop Road North	I-275 to KY-9	\$10,638,000	\$10,235,000	\$403,000	per 6YP
Campbell	8105.02 8105.06	NKU Loop Road South	I-275 to KY-9	\$11,270,000	\$17,626,000	(\$6,356,000)	Removed from TIP and AQ year to 2030
Campbell	8105.03	NKU Loop Road	Technology Triangle Access Road	\$1,740,000	\$0	\$1,740,000	per 6YP
Kenton	6-162.01	KY 536	Boone to KY-17 (R, U only)	\$31,410,000	\$26,210,000	\$5,200,000	per 6YP
Total				\$224,672,900	\$231,011,000	\$ (6,338,100)	

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. A positive number in the "Amount" column below indicates that the revised cost is less than the original the net amount. Cost changes are due to improved estimates and/or timing changes (i.e. time cost of money for projects with schedule changes compared to the original Plan or TIP).

Table 3 - Amendment 3 Fiscal Constraint

Ohio	Amount
Total Revenues Available for Discretionary Projects	\$6,274,831,123
Total Costs for Discretionary Projects	\$5,987,210,000
Uncommitted	\$287,621,100
Adjustment from Amendment 1 (January, 2013)	-\$6,070,000
Adjustment from Amendment 2 (October, 2013)	\$289,532,800
Adjustment from Amendment 3 (November, 2014)	\$359,948,800
<i>New Uncommitted Amount</i>	\$931,032,600
Kentucky	
Total Revenues Available for Discretionary Projects	\$3,756,726,883
Total Costs for Discretionary Projects	\$3,295,950,000
Uncommitted	\$460,776,900
Adjustments from Amendment 1 (January, 2013)	-\$1,850,000
Adjustments from Amendment 2 (October, 2013)	\$13,133,300
Adjustment from Amendment 3 (November, 2014)	-\$6,338,100
<i>New Uncommitted Amount</i>	\$465,722,083
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 3 to the OKI 2040 Regional Transportation Plan* and its short range component, the *OKI FY2014-2017 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*. Methodologies and results of the conformity determination are presented herein.

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 3 affects eight non-exempt projects in the Plan or TIP that require modifications to the regional emissions analysis. The amendment adds three projects and changes the analysis year of five projects. Details of the changes are listed below. A draft conformity report, with a new regional emissions analysis, was provided to the Interagency Consultation group on October 10, 2014.

Table 4 - Changes to Transportation Networks

ID	State	County	Facility	Description	Scope Change	Original AQ Analysis Year	Revised AQ Analysis Year
Plan #505	KY	Boone	US 25	Widening from Richwood Rd. to KY 536 and new grade separation at Richwood. Removed from TIP	No	2020	2040
Plan #521	KY	Boone	KY 338	Widen Richwood Rd from US 25 to Triple Crown Blvd. Does not include interchange work. Removed from TIP	No	2020	2040
Plan #6-8105.06	KY	Campbell	NKU Loop Rd. (south section)	New 2-lane connector from KY 2345 to KY 1998 Removed from TIP	No	2020	2030
Plan #105 TIP #NP	OH	Butler	SR 747	Princeton Rd. to Millikin Rd.	No	2030	2020
TIP #NP	OH	Butler	Yankee Road	New 2-lane extension from Todhunter Rd. to SR 63	Add	NA	2020
TIP #82552	OH	Clermont	Clepper Lane	Extend from Glen Este-Withamsville Rd. to Bach-Buxton Rd.	Add	NA	2020
Plan #448	OH	Clermont	Aicholtz Road Extension	New 5-lane roadway from Glen Este-Withamsville Rd. to Bach-Buxton Rd. Removed from TIP	No	2020	2030
TIP #98109	OH	Hamilton	Elmore Connector	New 2-lane connector from west side of I-75 to Central Pkwy near Cincinnati State	Add	NA	2030

Table 5 - 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:	MOVES-based ozone budgets approved.
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.
Analysis Years:	2015 Budget year, 2020 Budget year, 2030 Interim year, 2040 Plan horizon year
Other:	ODOT provided Clinton Co. ozone emissions to OKI.

Table 6 - 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 Budget 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:	PM _{2.5} includes brake and tirewear

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 and amended FY 2014-2017 Transportation Improvement Program 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 7. Table 8 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 7

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

	<u>2015</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Ohio/Indiana VOC Budget	56.06	42.83	42.83	42.83
Ohio/Indiana VOC Emissions	42.38	31.59	26.54	28.23
Ohio/Indiana NO _x Budget	94.24	73.13	73.13	73.13
Ohio/Indiana NO _x Emissions	55.69	46.99	39.39	37.80

Table 8

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

	<u>2015</u>	<u>2021</u>	<u>2030</u>	<u>2040</u>
Ohio Annual Direct PM _{2.5} Budget	1678.60	1241.19	1241.19	1241.19
Ohio Annual Direct PM _{2.5} Emissions	528.22	396.71	396.71	406.95
Ohio Annual NO _x Budget	35723.83	21747.71	21747.71	21747.71
Ohio Annual NO _x Emissions	18346.74	15881.56	14573.96	14052.15

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 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 Ohio and Indiana 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* or the amended *FY 2014-2017 Transportation Improvement Program* 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 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* or the amended *FY 2014-2017 Transportation Improvement Program* 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* or the amended *FY 2014-2017 Transportation Improvement Program* 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* and the amended *FY 2014-2017 Transportation Improvement Program* 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 9. The PM_{2.5} quantitative conformity finding is found in Table 10.

Table 9

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

	<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	6.05	4.39	3.66	4.30
N. Kentucky NO _x Budget	37.87	28.13	28.13	28.13
N. Kentucky NO _x Emissions	14.82	9.66	7.06	7.75

Table 10
Quantitative Conformity Findings of PM_{2.5} Emissions (tons per year) for the Kentucky Portion of the Nonattainment Area

	<u>2015</u>	<u>2021</u>	<u>2030</u>	<u>2040</u>
N. Kentucky Direct PM _{2.5} Annual Budget	389.67	302.92	302.92	302.92
N. Kentucky Direct PM _{2.5} Annual Emissions	167.47	114.26	100.02	117.16
N. Kentucky NO _x Annual Budget	8045.65	7384.32	7384.32	7384.32
N. Kentucky NO _x Annual Emissions	5158.02	3190.94	2586.98	2801.14

- VOC and NO_x emissions in the Kentucky portion of the ozone nonattainment 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* or the amended *FY 2014-2017 Transportation Improvement Program* 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* or the amended *FY 2014-2017 Transportation Improvement Program* 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* or the amended *FY 2014-2017 Transportation Improvement 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 August 26th 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. On October 6, 2014, the OKI Interagency Consultation (IAC) Group was sent notice that OKI staff was beginning a new regional emissions analysis for a proposed amendment and was sent the technical details of the modeling procedures and schedule. OKI requested concurrence with the technical details. Nine IAC members explicitly concurred with the technical details and no negative comments were received. Beginning October 10, 2014, copies of the draft amendment report were made available for public inspection on OKI's website and at OKI's office. This full draft conformity report was made available on October 15, 2014. Notice of the availability of the draft documents, the announcement of the public comment period and the November 5, 2014 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 30-day public comment period and culminated in a public hearing held at 5:00 p.m. on Wednesday, November 5, 2014 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 3 – OKI 2040 Regional Transportation Plan and FY 2014-2017 Transportation Improvement 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 3 – OKI 2040 Regional Transportation Plan and FY 2014-2017 Transportation Improvement Program* 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.