

Amendment 1

OKI2050 METROPOLITAN TRANSPORTATION PLAN

&



September, 2020

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

Acknowledgments

Title	Amendment 1 - OKI 2050 Metropolitan Transportation Plan
Date	September 10, 2020
Agency	Ohio-Kentucky-Indiana Regional Council of Governments Mark R. Policinski, Executive Director
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RESOLUTION
OF EXECUTIVE COMMITTEE OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS
CONCERNING AMENDMENT 1-
OKI 2050 METROPOLITAN 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 2050 Metropolitan Transportation Plan* was adopted by OKI's Board of Directors on June 11, 2020; 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 OKI region includes an ozone nonattainment and maintenance area that is subject to transportation conformity rules; and

WHEREAS, the amended *OKI 2050 Metropolitan Transportation Plan* and amended *FY 2021-2024 OKI Transportation Improvement Program* include projects that are subject to transportation conformity requirements and a new regional emissions analysis has been conducted, and OKI has engaged in interagency consultation with federal, state and local partners, including the U.S. Department of Transportation, and those partners have concurred with the methodology used by OKI to determine conformity; and

WHEREAS, OKI has determined that this amendment results in a plan that conforms to all applicable U.S. Environmental Protection Agency (EPA) approved State Implementation Plans for air quality consistent with the region's air quality goals, is fiscally constrained, and meets FAST (Act) planning requirements; Now, therefore,

BE IT RESOLVED, that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of September 10, 2020 adopts the *Amendment 1 - OKI 2050 Metropolitan Transportation Plan* and recommends that its members incorporate the amended plan recommendations into planning and implementation of transportation improvements for their respective governmental units.



KRIS KNOCHELMANN, PRESIDENT

INTRODUCTION

This report constitutes an amendment to the metropolitan transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area. The *OKI 2050 Metropolitan Transportation Plan* (the Plan) was updated and adopted by the OKI Board of Directors on June 11, 2020. The FY2021-24 TIP was adopted April 9, 2020.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to incorporate several changes necessitated by the Commonwealth of Kentucky's recently signed into law Six Year Highway Plan. The Six Year Plan identifies funding for projects that require entry in to the OKI TIP and Plan and has triggered the need for this amendment, a new regional emissions analysis, and a new finding of conformity.

PROJECT RECOMMENDATIONS

2050 Plan: ADD Project 6-80150 KY 717 from Turfway Rd. (KY 1017) to Donaldson Rd. (KY 236). Widen from 2 to 4 lanes

FY 2021-24 TIP: ADD Project 6-162.3 (Plan ID 9865) KY 536 from KY 1303 to Williamswood Rd/Calvary Drive. Widen from 2 to 4 lanes

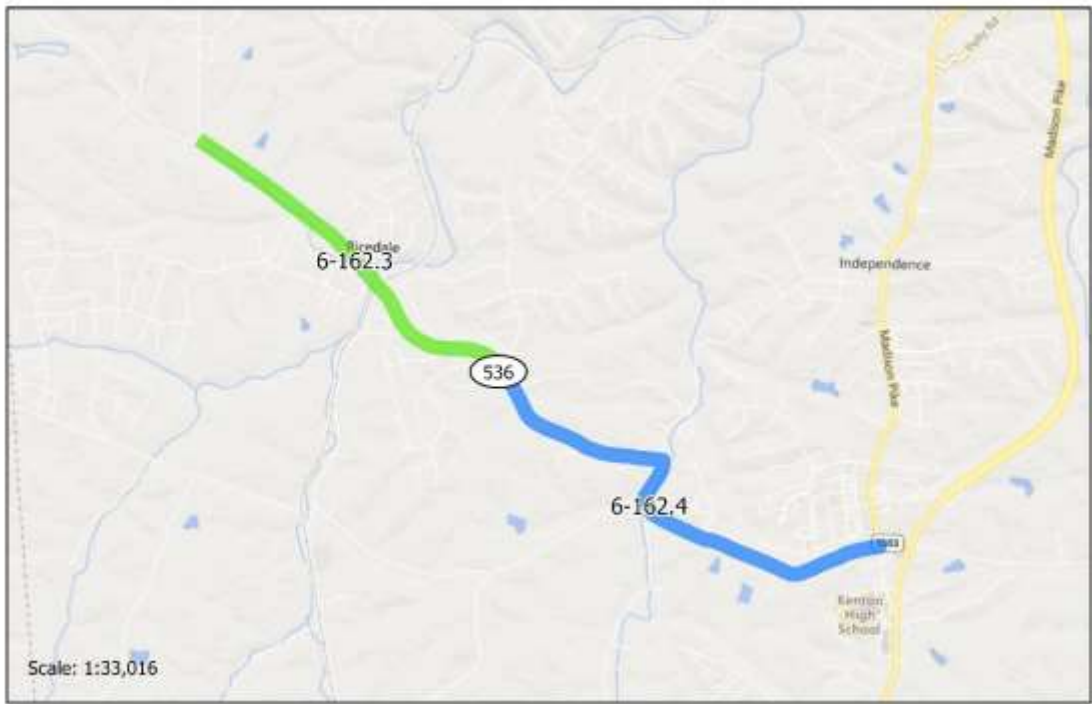
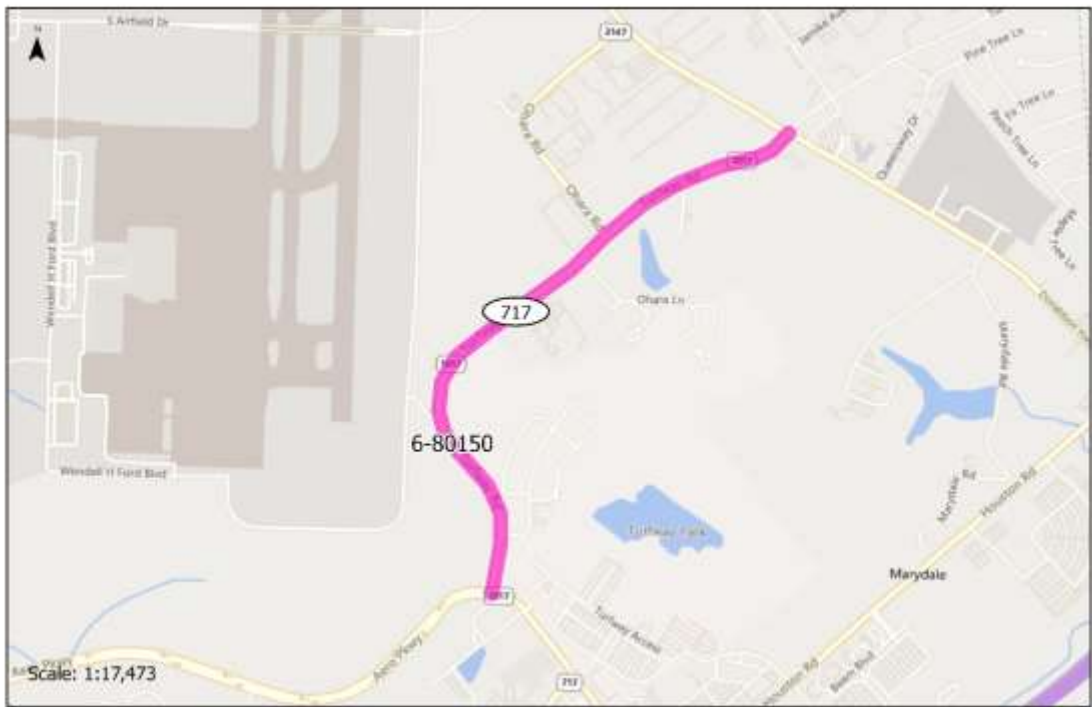
FY 2021-24 TIP: ADD Project 6-162.4 (Plan ID 9866) KY 536 from Williamswood Rd/Calvary Drive to KY 17. Widen from 2 to 4 lanes

Refer to Figure 1 and 2 for a map of the project recommendations.

Other changes involve projects already in the TIP but changes in timing, funding amounts or involve network changes, thus requiring this amendment. Changes to the project list are identified in the Table 1 below.

Table 1 - Changes to Transportation Networks

Project ID	State	County	Facility	Description	Scope Change	Original AQ Analysis Year	Revised AQ Analysis Year
6-80150	KY	Boone	KY 717 (Turfway)	Widen to 2 lanes each direction from KY 1017 to KY 236	New	N/A	2030
6-162.3 MTP 9865	KY	Kenton	KY 536	Widen to 2 lanes each direction on new alignment from KY 1303 to Williamswood Rd/Calvary Dr	No	2040	2030
6-162.4 MTP 9866	KY	Kenton	KY 536	Widen to 2 lanes each direction on new alignment from Williamswood Rd/Calvary Dr to KY 17	No	2040	2030



AMENDED FISCAL CONSTRAINT DETERMINATION

Fiscal constraint is determined on a state by state basis for the 2050 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 *2050 OKI Metropolitan Transportation Plan*.

OKI 2050 Metropolitan Transportation Plan Fiscal Constraint - Amendment 1				
	Annual	Plan Period Total	FY2021-2024 TIP	Available for
	Amount	2.0%		Plan (2025-2050)
Ohio				
Roadway Capacity	\$99,703,720	\$4,064,188,924	\$399,706,039	\$3,664,482,885
Roadway Maintenance	\$122,630,248	\$4,752,745,889	\$473,249,676	\$4,279,496,213
TSMO	\$3,919,611	\$151,911,264	\$104,067,553	\$47,843,711
Non- roadway	\$7,453,600	\$288,877,077	\$50,285,177	\$238,591,900
Transit Capital	\$23,023,519	\$892,316,025	\$250,403,292	\$641,912,733
Transit Operating	\$45,149,085	\$1,749,830,329	\$551,313,779	\$1,198,516,550
Total	\$301,879,783	\$11,899,869,507	\$1,829,025,516	\$10,070,843,991
Discretionary Available				\$4,592,831,229
Plan Project Cost				\$4,280,840,000
Balance with Amendment 1				\$311,991,229
	Annual	Plan Period Total	FY2021-2024 TIP	Available for
	Amount	2.0%		Plan (2025-2050)
Kentucky				
Roadway Capacity	\$62,677,662	\$2,529,180,467	\$155,055,000	\$2,374,125,467
Roadway Maintenance	\$30,312,470	\$1,174,811,823	\$168,176,172	\$1,006,635,651
TSMO	\$41,785,108	\$1,619,453,644	\$54,330,530	\$1,565,123,114
Non- roadway	\$3,454,670	\$133,891,670	\$13,457,131	\$120,434,539
Transit Capital	\$6,964,200	\$269,909,533	\$28,281,010	\$241,628,523
Transit Operating	\$22,240,443	\$861,966,569	\$88,281,772	\$773,684,797
Total	\$167,434,553	\$6,589,213,705	\$507,581,615	\$6,081,632,090
Discretionary Available				\$4,301,311,642
Plan Project Cost				\$4,082,330,000
Balance with Amendment 1				\$218,981,642
	Annual	Plan Period Total	FY2021-2024 TIP	Available for
	Amount	2.0%		Plan (2025-2050)
Indiana				
Roadway Capacity	\$1,182,524	\$65,830,745	\$0	\$65,830,745
Roadway Maintenance	\$7,686,405	\$297,899,844	\$92,643,960	\$190,255,884
TSMO	\$788,349	\$30,553,830	\$2,132,590	\$38,421,240
Non- roadway	\$197,087	\$7,638,458	\$0	\$12,638,458
Transit Capital	\$0	\$0	\$0	\$0
Transit Operating	\$0	\$0	\$0	\$0
Total	\$9,854,366	\$401,922,876	\$82,446,355	\$307,146,326
Discretionary Available				\$116,890,443
Plan Project Cost				\$97,692,000
Balance with Amendment 1				\$19,198,443
Total Regional Discretionary				\$9,011,033,314
Total Plan		\$18,891,006,088	\$2,419,053,486	\$16,471,952,602
Note: Amendment 1 includes updates to TIP cost reflecting FY21-24 TIP versus FY20-23 TIP (all 3 states)				
Moves projects 9865,9866 from Plan to TIP and makes a corresponding shift and revision of cost data to current estimates.				
Adds Turfway road widening (80150 at \$33.6M) to Plan. No changes to Plan project or project costs for Ohio or Indiana.				
8/17/2020				

The OKI 2050 Plan has fiscal capacity to accommodate the project and the emissions impacts are positive. A copy of the full *OKI 2050 Metropolitan Transportation Plan and FY21-24 TIP* are available on-line at <https://www.oki.org/>.

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 1 to the *OKI 2050 Metropolitan Transportation Plan* and its short range component, the *OKI FY2021-2024 Transportation Improvement Program (TIP)* 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 *OKI Metropolitan Transportation Plan and FY2021-2024 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.

Amendment 1 to the *OKI Metropolitan Transportation Plan and FY2021-2024 TIP* involves the addition of one non-exempt project (6-80150) to the *OKI Metropolitan Transportation Plan* and changes to two *OKI Metropolitan Transportation Plan* projects (Plan ID's 9865 and 9866), moving from the *OKI Metropolitan Transportation Plan* to the *OKI FY2021-2024 TIP*.

OKI determined that the projects in the *OKI Metropolitan Transportation Plan and FY2021-2024 TIP* as well as Amendment 1 were consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard. Amendment 1 quantitative conformity findings of ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for the Ohio and Indiana portion of the ozone maintenance area are found in Table 3 and the quantitative conformity findings for the Kentucky portion are found in Table 4.

Complete details on OKI’s conformity process can be found in *Air Quality Conformity Determination of the Amended OKI 2050 Metropolitan Transportation Plan and the OKI FY2021-24 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 Amendment 1 of the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard. The 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 remain unchanged between the previous and Amendment 1 conformity findings.

Table 3 – Amendment 1 Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio* and Indiana** Portion of the Maintenance Area – 2008 and 2015 Ozone Standards

	<u>2020</u>	<u>2030</u>	<u>2040</u>	<u>2050</u>
Ohio/Indiana VOC Budget	30.00	18.22	18.22	18.22
Ohio/Indiana VOC Emissions	15.81	7.68	5.59	5.27
Ohio/Indiana NO _x Budget	30.79	16.22	16.22	16.22
Ohio/Indiana NO _x Emissions	22.99	8.57	5.62	5.61
*Includes the Counties of Butler, Clermont, Clinton, Hamilton, and Warren in Ohio.				
**Includes Lawrenceburg Township, Dearborn County, Indiana.				

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone maintenance area do not exceed the VOC or NO_x budgets for the budget years 2020 and 2030, the interim year 2040, or the Plan year 2050.
- OKI qualitatively finds no factors in Amendment 1 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* 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 Amendment 1 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* 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 Amendment 1 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* can interfere with their timely implementation.

**CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION
OF THE MAINTENANCE AREA**

OKI has determined that the projects in Amendment 1 of the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard. The quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in Kentucky portion of the ozone maintenance area remain unchanged between the previous and Amendment 1 conformity findings.

Table 4 – Amendment 1 Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Maintenance Area – 2008 and 2015 Ozone Standards (partial counties)

	<u>2020</u>	<u>2030</u>	<u>2040</u>	<u>2050</u>
N. Kentucky VOC Budget	4.36	2.86	2.86	2.86
N. Kentucky VOC Emissions	4.09	1.81	1.15	1.09
N. Kentucky NO _x Budget	9.03	5.19	5.19	5.19
N. Kentucky NO _x Emissions	6.07	2.34	1.36	1.39
<i>*Includes portions of Boone, Campbell, and Kenton Counties in Kentucky.</i>				

- 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 VOC or NO_x budgets for the budget years 2020 and 2030, the interim year 2040, or the Plan year 2050.
- For the 1997 ozone nonattainment “orphan” area in Northern Kentucky, OKI qualitatively finds that Amendment 1 of the *OKI 2050 Metropolitan Transportation Plan* and the *FY 2021-2024 TIP* meet all conformity requirements.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in Amendment 1 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plans.
- The applicable implementation plan in Kentucky does not contain any transportation control measures (TCM’s), therefore; nothing in Amendment 1 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* can interfere with their timely implementation.

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. Dept. 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 August 20, 2020. This document, in draft form, was distributed via email.

Interagency comments: None

The *Amendment 1 - OKI 2050 Metropolitan 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 September 3, 2020 public hearing were published in several local newspapers in August 2020. Beginning August 20, 2020 the draft amendment and air quality conformity report was made available for public inspection on OKI's website. All public comments and the air quality conformity results were reported to the OKI Executive Committee on September 10, 2020.

Comments on this Draft document or the conformity report may be submitted to Regina Fields, rfields@oki.org, by COB September 9, 2020.

Public comments: None