

Plan Amendment 3

OKI2050
METROPOLITAN
TRANSPORTATION PLAN

&

FY2024-2027 TIP Amendment 3



September 14, 2023

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

Acknowledgments

Title	Plan Amendment 3 - OKI 2050 Metropolitan Transportation Plan and FY24 – 27 TIP Amendment 3
Date	September 14, 2023
Agency	Ohio-Kentucky-Indiana Regional Council of Governments Mark R. Policinski, CEO/Executive Director
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INTRODUCTION

This report constitutes an amendment to the *OKI 2050 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. A copy of the *Plan* is available at <https://www.oki.org/>.

This amendment is undertaken primarily to incorporate two projects included in the *Kentucky Transportation Cabinet's 2022 Enacted Highway Plan*. KYTC will be using federal funds for the design phase of these projects if approved. Both projects are considered non-exempt since they are capacity adding and trigger the requirement for a new regional emissions analysis, and a new finding of conformity.

Fiscal Constraint is also revised to account for these projects and update costs for the Brent Spence Bridge Corridor Project and KY-536 project 6-162.3. See table 5.

In summary the following changes are included in this action:

Plan Amendment 3

- Add (Plan ID 11906) Camp Ernst Road from Long Branch Road to KY-237. Widen from 2 to 4 lanes
- Add (Plan ID 11281) I-71 from I-75 to Boone/Gallatin Co. line. Widen from 4 to 6 lanes.
- Revise costs to account for the Brent Spence Bridge Corridor Project and 6-162.30.

The Kentucky Transportation Cabinet's 2022 Enacted Highway Plan allocates federal funding for the design phase for these projects.

Plan ID 11906 Camp Ernst Rd. is added to the Plan as federally funded with a revised air quality analysis year of 2030. This triggers the need for an updated emissions (conformity) analysis and fiscal constraint analysis. A separate TIP Amendment is necessary following this Plan amendment.

Plan ID 11281 I-71 widening is added to the Plan as federally funded with a revised air quality analysis year of 2030. This triggers the need for an updated emissions (conformity) analysis and fiscal constraint analysis. A separate TIP Amendment is necessary following this Plan amendment.

Location maps for each project are below in Figures 1 and 2.

Figure 1 – Plan Amendment 3: Camp Ernst Road Boone County, KY

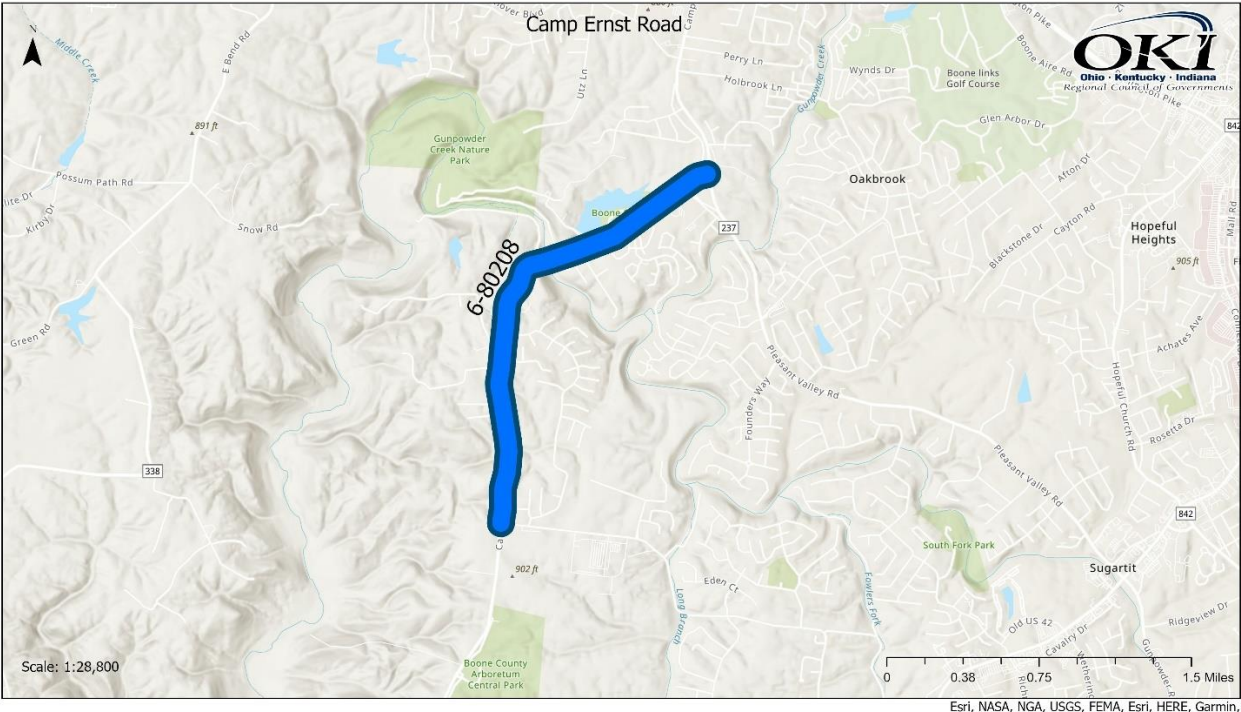
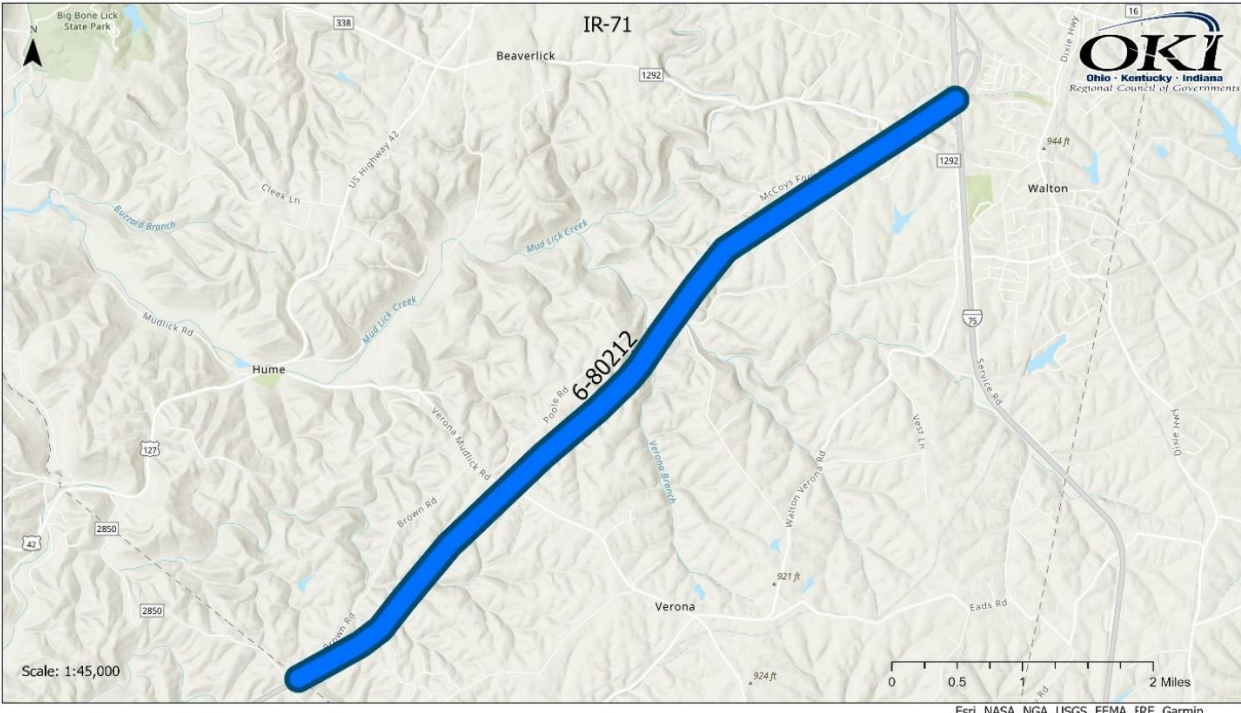


Figure 2 – Plan Amendment 3: I-71 Boone County, KY



AMENDED FISCAL CONSTRAINT DETERMINATION

Fiscal constraint is determined on a state-by-state basis for the 2050 Plan. A net positive balance of funds for each state demonstrates fiscal constraint of the amended 2050 OKI MTP.

Figure 3 - OKI 2050 MTP Fiscal Constraint - Amend 3			
	Plan Period Total ¹	FY2024-2027 TIP	Available for
Ohio			
			Plan (2028-2050)
Roadway Capacity	\$6,993,765,735	\$3,863,885,042	\$3,129,880,693
Roadway Maintenance	\$4,338,518,075	\$1,294,283,341	\$3,044,234,734
TSMO	\$135,131,550	\$67,801,417	\$67,330,133
Non- roadway	\$254,842,883	\$74,960,202	\$179,882,681
Transit Capital	\$1,860,845,071	\$286,283,857	\$1,574,561,214
Transit Operating	\$2,899,399,250	\$446,061,423	\$2,453,337,827
Total	\$16,482,502,563	\$6,033,275,282	\$10,449,227,281
Discretionary Available			\$4,951,654,721
Plan Project Cost incl Amend 1			\$4,280,840,000
Balance with Amendment 1			\$670,814,721
Net Cost of Amend 2 projects*			\$9,990,000
Balance with Amendment 2			\$660,824,721
Net Cost of Amend 3 projects*			\$0
Balance with Amendment 3			\$660,824,721
	Plan Period Total ²	FY2024-2027 TIP	Available for
Kentucky			
			Plan (2028-2050)
Roadway Capacity	\$ 2,665,857,293	\$225,214,000	\$2,440,643,293
Roadway Maintenance	\$ 2,350,163,666	\$198,516,624	\$2,151,647,042
TSMO	\$ 1,824,007,622	\$154,174,790	\$1,669,832,832
Non- roadway	\$ 175,385,348	\$14,954,284	\$160,431,064
Transit Capital	\$ 335,927,066	\$51,681,087	\$284,245,979
Transit Operating	\$ 610,895,922	\$93,983,988	\$516,911,934
Total	\$7,962,236,917	\$738,524,773	\$7,223,712,144
Discretionary Available			\$4,555,153,168
Plan Project Cost incl Amend 1			\$4,082,330,000
Balance with Amendment 1			\$472,823,168
Net Cost of Amend 2 projects*			\$52,330,000
Balance with Amendment 2			\$420,493,168
Net Cost of Amend 3 projects*			\$128,700,000
Balance with Amendment 3			\$291,793,168
	Plan Period Total	FY2024-2027 TIP	Available for
Indiana			
			Plan (2025-2050)
Roadway Capacity	\$18,268,458	\$0	\$18,268,458
Roadway Maintenance	\$782,382,107	\$135,502,181	\$646,879,926
TSMO	\$125,046,321	\$21,657,000	\$103,389,321
Non- roadway	\$5,000,000	\$0	\$5,000,000
Transit Capital	\$0	\$0	\$0
Transit Operating	\$0	\$0	\$0
Total	\$930,696,887	\$157,159,181	\$773,537,706
Discretionary Available			\$126,657,780
Plan Project Cost incl Amend 1			\$97,692,000
Balance with Amendment 1			\$28,965,780
Net Cost of Amend 2 projects*			\$0
Balance with Amendment 2			\$28,965,780
Net Cost of Amend 3 projects*			\$0
Balance with Amendment 3			\$28,965,780
Total Regional Discretionary			\$9,633,465,668
Total Plan	\$25,375,436,367	\$6,928,959,236	\$18,446,477,131

Plan Amendment 3 Project-Level Fiscal Constraint Details

Plan ID (MTP #)	State	County	Facility	Location	Description	AQ Network	Old Cost (\$M)	New Cost (\$M)	Net change (\$M)
11906	KY	Boone	Camp Ernst Rd (KY 237)	Longbranch Road to Pleasant Valley Road	Widen from 2 to 4 lanes	2030	N/A	\$45.0	(-\$45)
11281	KY	Boone	I-71	I-71/75 split to Boone/Gallatin County line	Widen from 4 to 6 lanes	2030	N/A	\$72.0	(-\$72)
6-162.30	KY	Kenton	KY 536	KY 1303 to Williamswood Road	Widen from 2 to 4 lanes	2030	\$16.3	\$28.0	(-\$11.7)

Note: Amend 3 of (6/2020) 2050 Plan version includes BIL revenue estimates, extended costs. BSB estimates as part FY24-27 TIP as amended 5/2023.

PROPOSED ACTIONS - TIP Amendment #3 September 14, 2023

TIP ID	MTP ID	Facility	Location	Description	AQ conformity			Sponsor	Award/ Let Date
					Programmed costs				
			Fund Type	Phase	FY 24	FY 25	FY 26	FY 27	FUTR

Ohio

Hamilton County

117167	314	HAM IR 75 10.40	Galbraith Road to Shepard Lane	Add a fourth lane, construct C-D for Galbraith/Anthony Wayne and SB IR75 to WB SR126 ramp and unify both directions of IR75 onto existing SB alignment.	Non-exempt	ODOT		FY28
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New PID for Phases 5 & 6 of Thru the Valley.
New PE-ENV and PD-DD funding from TRAC.

Major Programs	PE-ENV	2,640,000	0	0	0	0	0
State	PE-ENV	660,000	0	0	0	0	0
Major Programs	PE-DD	4,960,000	0	0	0	0	0
State	PE-DD	1,240,000	0	0	0	0	0
Uncommitted	RW	0	0	0	0	0	0
Uncommitted	CO	0	0	0	0	0	172,987,000

Kentucky

Boone County

6-80207	9584	CR 1001 (Camp Ernst Rd)	Pleasant Valley Rd (KY 237) to Hathaway Rd (KY 536)	Improve safety and mobility, reduce congestion and address geometric deficiencies	Non-exempt	KYTC		UNSC
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Modify scope and revise funding. Combine with Plan ID 11906.

Federal	D	3,608,000	previously \$1,688,000 in FY23	0	0	0	0
State	D	902,000	previously \$422,000 in FY23	0	0	0	0
Uncommitted	CO	0	0	0	0	0	60,000,000

6-80212	11281	IR 71	from the interchange of I-75 to Boone-Gallatin County Line	Widen I-71 to 6 lanes	Non-exempt	KYTC		UNSC
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Add Project

Federal	D	4,800,000	0	0	0	0	0
State	D	1,200,000	0	0	0	0	0
Uncommitted	CO	0	0	0	0	0	66,000,000

Kenton County

6-162.30	9865	KY 536	KY 1303 to Williamswood Rd/Calvary Drive	Improve safety and reduce congestion, widen to 2 lanes each direction on new alignment	Non-exempt	KYTC		FY24
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Revise Construction funding

STBG	CO	22,400,000	previously \$8,000,000 in FY24/25	0	0	0	0
State	CO	5,600,000	previously \$2,000,000 in FY24/25	0	0	0	0

6-449	9877	KY 17	At the I-275 Interchange	Improve safety and reduce congestion at the KY 17/I-275 interchange	Exempt	KYTC		FY25
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Revise Right-of-Way funding

STBG	RW	8,400,000	previously \$1,200,000 in FY23	0	0	0	0
State	RW	2,100,000	previously \$300,000 in FY23	0	0	0	0
STBG	UT	1,600,000	0	0	0	0	0
State	UT	400,000	0	0	0	0	0
STBG	CO	0	7,200,000	0	0	0	0
State	CO	0	1,800,000	0	0	0	0

Indiana

Dearborn County

1802885	O/M	Sneakville Road	Bridge #64, 0.53 miles east of Mount Pleasant Road	Bridge replacement	Exempt	Dearborn County		2Q25
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Add OKI-STBG funds

Local Bridge	UT	0	200,000	0	0	0	0
Local	UT	0	50,000	0	0	0	0
Local Bridge	CO	0	1,012,000	0	0	0	0
OKI-STBG	CO	0	210,400	add funding	0	0	0
Local	CO	0	305,600	previously \$253,000	0	0	0

O/M - Non capacity projects are consistent with the operations/maintenance aspects of the MTP. See OKI 2050 MTP, <http://2050.oki.org> .

TRANSIT - PROPOSED ACTIONS - Amendment #3 September 14, 2023

Project Description

FY **TIP ID** **FTA ALI Code** **Type** **Project Name** **Quantity** **Air Quality** **Fund Type** | **Programmed cost**

Clermont Transportation Connection

2024 118745 11.41.03 Capital CTC Facility Construction Project Exempt Facility Construction

Add Project

5307-Urban Formula	4,044,022
Local	1,011,005

Total Project Cost: \$5,055,027

Southwest Ohio Regional Transit Authority

2024 112095 11.12.01 Planning BRT Buses - Reading and Hamilton Corridors Exempt BRT Buses for Reading Rd and Hamilton Av Corridors

Add Project

Local	50,000,000
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Total Project Cost: \$50,000,000

2024 112095 13.21.01 Capital BRT Buses - Reading and Hamilton Corridors 9 Exempt BRT Buses for Reading Rd and Hamilton Av Corridors

Add Project

Local	40,000,000
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Total Project Cost: \$40,000,000

2024 112095 13.23.01 Capital BRT Routes - Construction 9 Exempt BRT Routes Construction

Modify funding amount

Local	210,000,000
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Total Project Cost: \$210,000,000

2024 NP 11.12.01 Capital Bus Replacements 6 Exempt Bus Replacements - LowNo Hybrid Buses

Add Project

Section 5339c	9,806,428
Local	4,303,541

Total Project Cost: \$14,109,969

2024 NP 11.71.00 Planning SORTA On-Board Survey Exempt Customer On-board Survey for Environmental Justice Title VI and growing ridership base

Add Project

Federal AoPP	363,545
Local	91,455

Total Project Cost: \$455,000

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 2050 Metropolitan Transportation Plan* and Amendment 3 to the *OKI FY2024-2027 Transportation Improvement Program* is 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 OKI Transportation Improvement Program 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 3 to the *OKI Metropolitan Transportation Plan* and Amendment 3 to the *OKI FY2024-2027 Transportation Improvement Program* involves the addition of two non-exempt projects (widening of Camp Ernst Road and I-71, both in Boone County, KY), and revised funding of two non-exempt projects (PID 117167, I-75 Thru the Valley and PID 6-162.30, KY 536).

OKI determined that the projects in the *OKI 2050 Metropolitan Transportation Plan* and the *OKI FY2024-2027 Transportation Improvement Program* were consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard. The quantitative conformity findings of ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for the Ohio and Indiana portions of the region are found in Tables 1 and 2. The quantitative findings for the Kentucky portion of the region are found in Tables 3 and 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 FY2024-2027 Transportation Improvement Program for the Cincinnati-Hamilton OH-KY-IN, Area for National Ambient Air Quality Standards (NAAQS) – Technical Documentation*.

CONFORMITY DETERMINATION FOR OHIO AND INDIANA PORTION OF THE NONATTAINMENT AREA

Under the 2008 Ozone NAAQS, the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren and a portion of Dearborn County Indiana remain as a maintenance area. OKI has determined that the projects in the amended *OKI 2050 Metropolitan Transportation Plan and FY2024-2027 TIP* are consistent with the air quality goals of the SIP and the conformity requirements under the 2008 8-hour ozone standard. OKI’s quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for the 2008 ozone maintenance area are found in Table 1 and utilizes the approved Ohio and Indiana combined motor vehicle emissions budget.

Table 1 – Amended Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio and Indiana Portion of the 2008 Ozone NAAQS Maintenance Area

	<u>2026</u>	<u>2030</u>	<u>2040</u>	<u>2050</u>
Ohio/Indiana VOC Budget	30.00	30.00	18.22	18.22
Ohio/Indiana VOC Emissions	13.44	10.84	7.09	6.82
Ohio/Indiana NO _x Budget	30.79	16.22	16.22	16.22
Ohio/Indiana NO _x Emissions	21.89	16.20	14.69	14.68

Under the 2015 Ozone NAAQS, the Ohio counties of Butler, Clermont, Hamilton and Warren have been designated as a maintenance area. OKI has determined that the projects in the amended *OKI 2050 Metropolitan Transportation Plan and FY2024-2027 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 portion of the ozone maintenance area are found in Table 2.

Table 2 – Amended Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio Portion* of the 2015 Ozone NAAQS Maintenance Area

	<u>2026</u>	<u>2035</u>	<u>2040</u>	<u>2050</u>
Ohio VOC Budget	14.15	10.58	10.58	10.58
Ohio VOC Emissions	12.58	9.35	6.60	6.35
Ohio NO _x Budget	25.30	18.98	18.98	18.98
Ohio NO _x Emissions	21.06	15.30	14.24	14.20
<i>*Includes the Counties of Butler, Clermont, Hamilton, and Warren in Ohio.</i>				

- For the Ohio and Indiana 2008 ozone maintenance area, emissions in the 2026 analysis year do not exceed the 2020 VOC and NO_x budget, emissions in the 2030 budget year and the 2040 and 2050 analysis years do not exceed the 2030 VOC and NO_x budget.

- For the Ohio 2015 ozone maintenance area, VOC and NO_x emissions do not exceed the VOC or NO_x budgets for the budget years 2026 and 2035, the interim year 2040, or the Plan year 2050.
- OKI qualitatively finds no factors in the amended *OKI FY 2024-2027 TIP* or the amended *OKI 2050 Metropolitan Transportation Plan* that would cause or contribute to a new daily ozone violation or exacerbate an existing violation in the years before 2026 for the Ohio and Indiana portion of the maintenance area.
- OKI qualitatively finds that no goals, directives, recommendations, or projects identified in the amended *OKI FY 2024-2027 TIP*, or the amended *OKI 2050 Metropolitan Transportation Plan* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.

CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION OF THE MAINTENANCE AREA

OKI has determined that the projects in the amended *OKI Metropolitan Transportation Plan* and amended *OKI FY2024-2027 Transportation Improvement Program* 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 Kentucky portion of the ozone maintenance area found in Tables 3 and 4. The motor vehicle emission budgets (MVEB's) for the 2008 ozone standard were approved in April 2018 and the MVEB's for the 2015 standard were approved in July 2023. For the 1997 ozone nonattainment "orphan" area in Northern Kentucky, OKI qualitatively finds that the amended *OKI 2050 Metropolitan Transportation Plan* and the amended *OKI FY2024-2027 Transportation Improvement Program* meet all conformity requirements.

Table 3 – Amended Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Nonattainment/Maintenance Area – 2008 Ozone Standards (partial counties)

	<u>2023</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	3.04	2.18	1.56	1.61
N. Kentucky NO _x Budget	9.03	5.19	5.19	5.19
N. Kentucky NO _x Emissions	7.73	4.91	4.11	4.44
<i>*Includes portions of Boone, Campbell, and Kenton Counties in Kentucky.</i>				

Table 4 – Amended Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Nonattainment/Maintenance Area – 2015 Ozone Standards (partial counties)

	<u>2026</u>	<u>2035</u>	<u>2040</u>	<u>2050</u>
N. Kentucky VOC Budget	2.94	2.25	2.25	2.25
N. Kentucky VOC Emissions	2.59	1.98	1.56	1.61
N. Kentucky NOx Budget	6.92	4.84	4.84	4.84
N. Kentucky NOx Emissions	6.14	4.33	4.11	4.44
<i>*Includes portions of Boone, Campbell, and Kenton Counties in Kentucky.</i>				

- For the 2008 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 attainment year 2023 (2020 budget), and the budget year 2030, the interim year 2040, or the Plan year 2050.
- For the 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 attainment year 2026, and the budget year 2035, the interim year 2040, or the Plan year 2050.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in amended *OKI 2050 Metropolitan Transportation Plan* or the amended *OKI FY2024-2027 Transportation Improvement Program* 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 amended *OKI 2050 Metropolitan Transportation Plan* or the amended *OKI FY2024-2027 Transportation Improvement Program* 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 22, 2023. This document, in draft form, was distributed via email.

The Amendment 3 - OKI 2050 Metropolitan Transportation Plan and the amended *OKI FY2024-2027 Transportation Improvement Program* was developed with attention to public involvement in accordance with the *OKI Participation Plan, February 2022*. Notice of the availability of the draft documents, the announcement of the public comment period and the September 5, 2023 public meeting were published in several local newspapers. Beginning, August 18, 2023 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 will be reported to the OKI Executive Committee on September 14, 2023.

Comments on this Draft document or the conformity report may be submitted to Regina Fields, rfields@oki.org, by 3:00 PM September 13, 2023.