

***Plan Amendment 3***

**OKI 2050**  
**METROPOLITAN**  
**TRANSPORTATION PLAN**

**&**

**FY2024-2027 TIP Amendment 3**

FY 2024-2027

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM (TIP)**



**September 14, 2023**

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

## Acknowledgments

|                        |   |
|------------------------|---|
| <b>Title</b>           | Plan Amendment 3 - OKI 2050 Metropolitan Transportation Plan and FY24 – 27 TIP Amendment 3          |
| <b>Date</b>            | September 14, 2023  |
| <b>Agency</b>          | Ohio-Kentucky-Indiana Regional Council of Governments<br>Mark R. Policinski, CEO/Executive Director |
| <b>Project Manager</b> | Robert W. Koehler, P.E.   |
| <b>Participants</b>    | Andrew Reser, AICP<br>Liren Zhou, PhD<br>Ting Zuo, PhD<br>Brett Porter, AICP<br>Regina Fields       |

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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

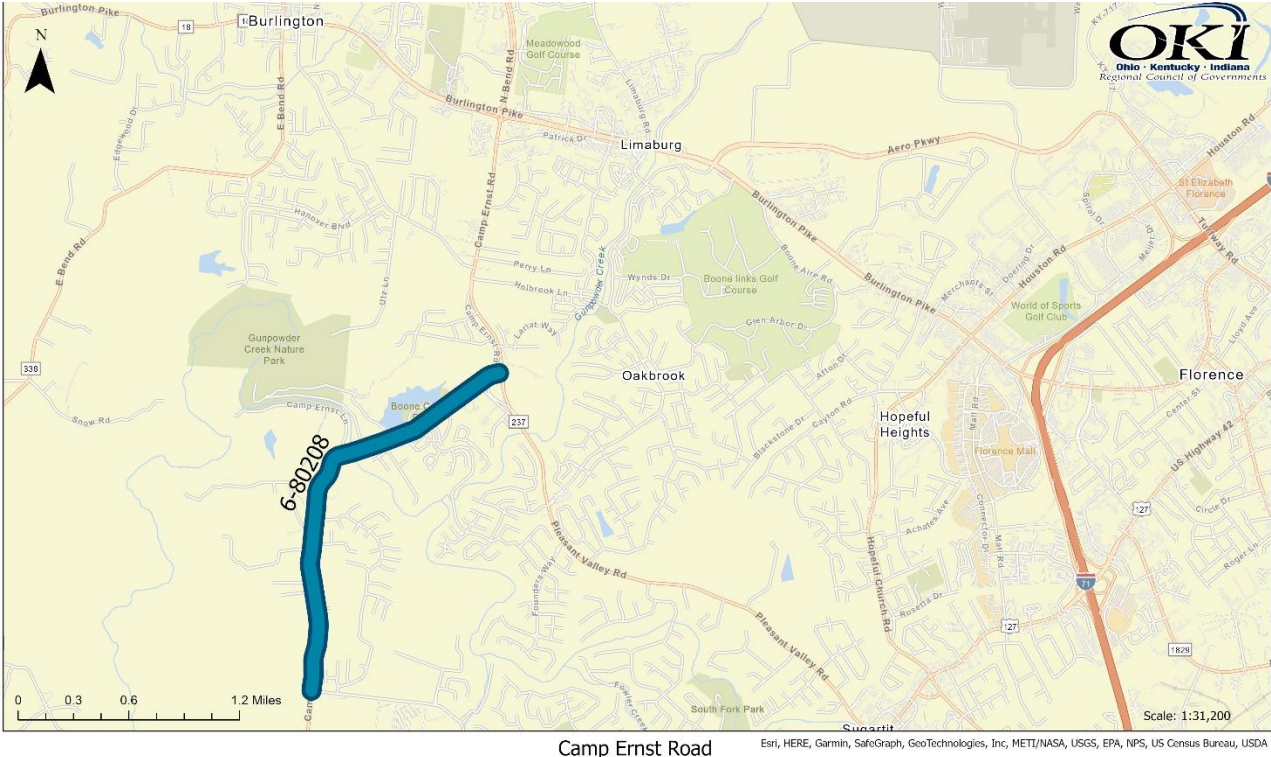
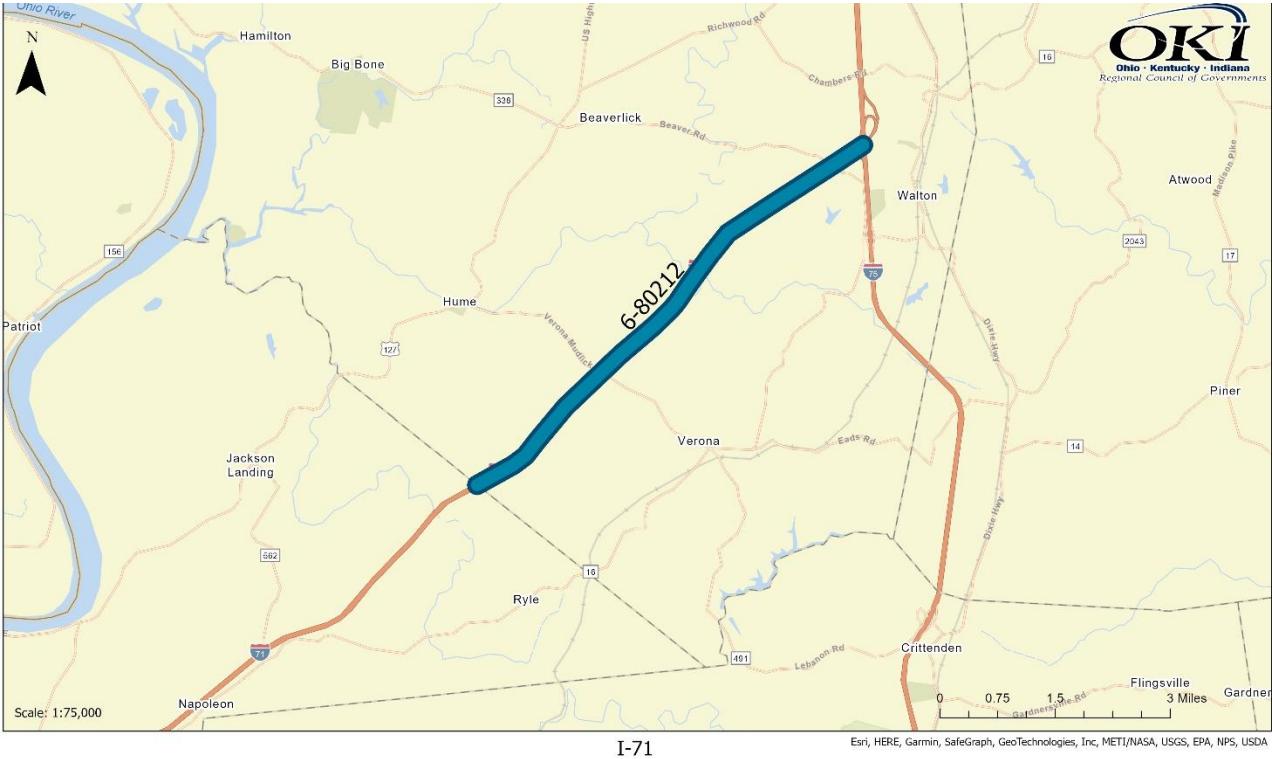


Figure 2 – Plan Amendment 3: I-71 Boone County, KY



## 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.

| <b>Figure 3 - OKI 2050 MTP Fiscal Constraint - Amend 3</b> |                                |                        |                                |
|--|--------------------------------|------------------------|--------------------------------|
|  | Plan Period Total <sup>1</sup> | FY2024-2027 TIP        | Available for Plan (2028-2050) |
| <b>Ohio</b>  |                                |                        |                                |
| 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                |
| <b>Total</b>   | <b>\$16,482,502,563</b>        | <b>\$6,033,275,282</b> | <b>\$10,449,227,281</b>        |
| 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 <sup>2</sup> | FY2024-2027 TIP        | Available for Plan (2028-2050) |
| <b>Kentucky</b>  |                                |                        |                                |
| 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                  |
| <b>Total</b>   | <b>\$7,962,236,917</b>         | <b>\$738,524,773</b>   | <b>\$7,223,712,144</b>         |
| 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 Plan (2025-2050) |
| <b>Indiana</b>   |                                |                        |                                |
| 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                            |
| <b>Total</b>   | <b>\$930,696,887</b>           | <b>\$157,159,181</b>   | <b>\$773,537,706</b>           |
| 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                |
| <b>Total Plan</b>  | <b>\$25,375,436,367</b>        | <b>\$6,928,959,236</b> | <b>\$18,446,477,131</b>        |

## 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/<br>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 |
|--------|-----|-----------------|--------------------------------|---|------------|------|------|

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           |
| State          | PE-ENV | 660,000   | 0 | 0          | 0 | 0           |
| Major Programs | PE-DD  | 0         | 0 | 4,960,000  | 0 | 0           |
| State          | PE-DD  | 0         | 0 | 1,240,000  | 0 | 0           |
| Uncommitted    | RW     | 0         | 0 | 14,900,000 | 0 | 0           |
| Uncommitted    | CO     | 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 |
|---------|------|-------------------------|---|---|------------|------|------|

Modify scope and revise funding. Combine with Plan ID 11906.

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

Add Project

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

Revise Construction funding

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

Revise Right-of-Way funding

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

Add OKI-STBG funds

|              |    |   |         |   |   |
|--------------|----|---|---------|---|---|
| Local Bridge | UT | 0 | 200,000 | 0 | 0 |
| Local        | UT | 0 | 50,000  | 0 | 0 |
| Local Bridge | CO | 0 | 880,000 | 0 | 0 |
| OKI-STBG     | CO | 0 | 182,400 | 0 | 0 |
| Local        | CO | 0 | 265,600 | 0 | 0 |
| Local Bridge | CE | 0 | 132,000 | 0 | 0 |
| OKI-STBG     | CE | 0 | 28,000  | 0 | 0 |
| Local        | CE | 0 | 40,000  | 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 |
|----|--------|--------------|------|--------------|----------|-------------|-----------|-----------------|
|----|--------|--------------|------|--------------|----------|-------------|-----------|-----------------|

## Butler County Regional Transit Authority

2024 120091 44.24.00 Planning BCRTA Planning for bike/ped access Exempt Pedestrian and bicycle access to transit-planning

Add Project

|           |         |
|-----------|---------|
| 5307-AoPP | 150,000 |
| Local     | 16,667  |

**Total Project Cost: \$166,667**

2024 119837 11.12.04 Capital BCRTA Small bus replacements 5 Exempt Small bus replacements (propane)

Add Project

|       |         |
|-------|---------|
| 5339c | 750,000 |
| Local | 187,500 |

**Total Project Cost: \$937,500**

2024 119837 11.43.02 Capital BCRTA Propane fuel infrastructure Exempt Propane fuel infrastructure

Add Project

|       |         |
|-------|---------|
| 5339c | 400,000 |
| Local | 100,000 |

**Total Project Cost: \$500,000**

## 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**

## Middletown Transit Service

2024 118298 30.09.01 Operating Middletown Transit Operating Exempt Operating Assistance

Increase funding amount

|                    |           |                        |
|--------------------|-----------|------------------------|
| 5307-Urban Formula | 5,500,000 | previously \$1,200,000 |
| Local              | 5,500,000 | previously \$1,200,000 |

**Total Project Cost: \$11,000,000**

2024 118299 11.7C.00 Operating Middletown Transit ADA Asst Exempt ADA Operating Assistance

Increase funding amount

|                    |           |                     |
|--------------------|-----------|---------------------|
| 5307-Urban Formula | 1,000,000 | previously \$80,000 |
| Local              | 250,000   | previously \$20,000 |

**Total Project Cost: \$1,250,000**

2024 118300 11.7A.00 Capital Middletown Transit Prev Maint Exempt Preventive Maintenance

Increase funding amount

|                    |           |                      |
|--------------------|-----------|----------------------|
| 5307-Urban Formula | 1,500,000 | previously \$200,000 |
| Local              | 375,000   | previously \$50,000  |

**Total Project Cost: \$1,875,000**

2024 120263 11.34.02 Capital MTS Facility Renovation Exempt MTS Facility renovation

Add Project

|                    |         |
|--------------------|---------|
| 5307-Urban Formula | 400,000 |
| Local              | 100,000 |

**Total Project Cost: \$500,000**

2024 120263 11.34.07 Capital MTS Access Control Exempt MTS Access control

Add Project

|                    |        |
|--------------------|--------|
| 5307-Urban Formula | 75,000 |
| Local              | 18,750 |

**Total Project Cost: \$93,750**



# 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**

## Southwest Ohio Regional Transit Authority

|      |        |          |          |  |   |        |  |  |                          |
|------|--------|----------|----------|--|---|--------|--|--|--------------------------|
| 2024 | 112095 | 11.12.01 | Capital  | BRT Buses - Reading and Hamilton Corridors | 9 | Exempt | BRT Buses for Reading Rd and Hamilton Av Corridors                                     |  |                          |
|      |        |          |          |  |   |        |  | Local                                    | 50,000,000               |
|      |        |          |          |  |   |        |  | <b>Total Project Cost: \$50,000,000</b>  |                          |
| 2024 | 112095 | 13.21.01 | Planning | BRT Buses - Reading and Hamilton Corridors |   | Exempt | BRT Buses for Reading Rd and Hamilton Av Corridors                                     |  |                          |
|      |        |          |          |  |   |        |  | Local                                    | 40,000,000               |
|      |        |          |          |  |   |        |  | <b>Total Project Cost: \$40,000,000</b>  |                          |
| 2024 | 112095 | 13.23.01 | Capital  | BRT Routes - Construction                  |   | Exempt | BRT Routes Construction  |  |                          |
|      |        |          |          |  |   |        |  | Local                                    | 210,000,000              |
|      |        |          |          |  |   |        |  |  | previously \$162,000,000 |
|      |        |          |          |  |   |        |  | <b>Total Project Cost: \$210,000,000</b> |                          |
| 2024 | 120030 | 11.12.01 | Capital  | Bus Replacements                           | 6 | Exempt | Bus Replacements - LowNo Hybrid Buses  |  |                          |
|      |        |          |          |  |   |        |  | Section 5339c                            | 9,806,428                |
|      |        |          |          |  |   |        |  | Local                                    | 4,303,541                |
|      |        |          |          |  |   |        |  | <b>Total Project Cost: \$14,109,969</b>  |                          |
| 2024 | 120092 | 11.71.11 | Planning | SORTA On-Board Survey                      |   | Exempt | Customer On-board Survey for Environmental Justice Title VI and growing ridership base |  |                          |
|      |        |          |          |  |   |        |  | 5307-Urban Formula                       | 363,545                  |
|      |        |          |          |  |   |        |  | Local                                    | 91,455                   |
|      |        |          |          |  |   |        |  | <b>Total Project Cost: \$455,000</b>     |                          |

## 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<sub>x</sub>) 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<sub>x</sub>) 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 <sub>x</sub> Budget    | 30.79       | 16.22       | 16.22       | 16.22       |
| Ohio/Indiana NO <sub>x</sub> 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<sub>x</sub>) 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 <sub>x</sub> Budget  | 25.30       | 18.98       | 18.98       | 18.98       |
| Ohio NO <sub>x</sub> 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<sub>x</sub> budget, emissions in the 2030 budget year and the 2040 and 2050 analysis years do not exceed the 2030 VOC and NO<sub>x</sub> budget.

- For the Ohio 2015 ozone maintenance area, VOC and NO<sub>x</sub> emissions do not exceed the VOC or NO<sub>x</sub> 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<sub>x</sub>) 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 <sub>x</sub> Budget   | 9.03        | 5.19        | 5.19        | 5.19        |
| N. Kentucky NO <sub>x</sub> 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<sub>x</sub> emissions in the Kentucky portion of the ozone maintenance area do not exceed the VOC or NO<sub>x</sub> 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<sub>x</sub> emissions in the Kentucky portion of the ozone maintenance area do not exceed the VOC or NO<sub>x</sub> 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 29, 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](mailto:rfields@oki.org), by 3:00 PM September 13, 2023.