

Air Quality Conformity Report for **Amendment #7** to the OKI FY 2024-2027 TIP –
Reliance on Previous Regional Emissions Analysis: **April 2024**

This report documents that the [OKI FY 2024-2027 Transportation Improvement Program \(TIP\)](#), as amended, and the [OKI 2050 Regional Metropolitan Transportation Plan \(OKI MTP\)](#), as amended on September 14, 2023 (USDOT conformity approval 10/13/23) are in conformance with the State Implementation Plans (SIPs) of Indiana, Kentucky and Ohio and complies with the Clean Air Act. The amended TIP, comprised of one Ohio non-exempt project, is relying on a previous regional emissions analysis per 40 CFR 93.122.

The region continues to be classified as a maintenance area for the 2008 Ozone National Ambient Air Quality Standard (NAAQS). The 2008 ozone area includes the counties of Butler, Clermont, Clinton, Hamilton, and Warren in Ohio; a portion of the counties of Boone, Campbell, and Kenton in Kentucky; and a portion of Dearborn County Indiana.

On June 9, 2022, the U.S. Environmental Protection Agency (EPA) found that the Cincinnati, Ohio area had attained the 2015 ozone NAAQS and redesignated the Ohio portion of the area to maintenance. This area includes the Ohio counties of Butler, Clermont, Hamilton, and Warren. EPA also approved Ohio’s motor vehicle emission budgets and maintenance plan. On October 4, 2023, found that the Kentucky portion of Cincinnati area had attained the 2015 ozone NAAQS and redesignated the Kentucky portion of the area to maintenance. This area includes a portion of the Kentucky counties of Boone, Campbell, and Kenton. Maintenance areas must continue to demonstrate transportation conformity. Transportation conformity is a mechanism to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals as contained in the State Implementation Plans (SIPs). OKI is responsible for the air quality conformity determination for the region’s Transportation Plan and Transportation Improvement Program.

The amended *OKI FY 2024-2027 TIP* is a direct subset of the OKI 2050 Plan. The OKI 2050 Plan and TIP contain all projects which must be started in OKI’s Plan and TIP’s timeframes to achieve the highway and transit system envisioned by the OKI 2050 Plan. OKI is relying previous regional emissions analyses for the Ohio portion of the region to support the amended TIP. The previous regional emissions analysis was developed to support a September 2023 amendment for the OKI FY2024-2027 TIP and the 2050 Metropolitan Transportation Plan. U.S. DOT approval of occurred on October 13, 2023. The demonstration of conformity is utilizing approved regional budgets for volatile organic compounds (VOC’s) and oxides of nitrogen (NOx). VOC and NOx, along with oxygen, are the primary components of ozone. The 2015 ozone NAAQS budgets for the Ohio portion of the region are for years 2026 and 2035. The 2008 ozone NAAQS budgets for the Ohio and Indiana portion of the region are for years 2026 and 2030.

Amendment 7 only includes a funding revision to one non-exempt project. The project is the new I-75 interchange in the vicinity of Milliken road in Butler County, Ohio. The amendment does not alter the design concept, scope, or timing of the non-exempt projects as previously evaluated. The results of the previous emission analysis are shown

in the table below. The emissions of ozone precursors, VOC and NO_x, do not exceed the established VOC or NO_x budgets for the Ohio portion of the region.

Previous Regional Emissions Analysis - Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Indiana and Ohio 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	18.22	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
<i>*Includes the Counties of Butler, Clinton, Clermont, Hamilton, and Warren in Ohio, and a portion of Dearborn County in Indiana.</i>				

Previous Regional Emissions Analysis - 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	15.28	14.24	14.20
<i>*Includes the Counties of Butler, Clermont, Hamilton, and Warren in Ohio.</i>				

In addition to the above quantitative evaluation. OKI qualitatively finds that no goals, directives, recommendations, or projects identified in the amended *OKI FY 2024-2027 TIP* contradict in a negative manner with any specific requirements or commitments of the applicable state implementation plans. The applicable implementation plans do not contain any transportation control measures (TCM's), therefore nothing in the amended TIP can interfere with their timely implementation. The *OKI FY 2024-2027 TIP*, as amended, and the *OKI 2050 Metropolitan Transportation Plan* continue to meet all requirements regarding fiscal constraint. Details on the proposed actions and fiscal constraint can be found in the amendment resolution. In accordance with OKI's Public Participation Plan, the amendment documentation, as well as instructions on how to provide public comments, was posted on OKI's website for a period of at least 14 days

prior to the adoption by the OKI Board of Directors on April 11, 2024. OKI initiated interagency consultation (IAC) on March 27, 2024.