

*Amendment 2 -*  
OKI 2030 REGIONAL  
TRANSPORTATION PLAN



**June, 2009**

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

## **Acknowledgments**

<b>Title</b>	Amendment 2 - OKI 2030 Regional Transportation Plan
<b>Date</b>	June 11, 2009
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**INTRODUCTION**

This report constitutes an amendment to the regional transportation plan prepared by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for the Cincinnati metropolitan area. The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* (the Plan) was originally adopted by the OKI Board of Directors on June 12, 2008.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to address incorporation of Southwest Ohio Regional Transit Authority (SORTA) projects identified in their recent facilities needs assessment evaluation.

A copy of the full *OKI 2030 Regional Transportation Plan* is available on CD, printed document or on-line at [www.oki.org](http://www.oki.org).

**PROJECT RECOMMENDATIONS**

The proposed amendment would add one new park-and-ride lot and extend an existing bus line approximately  $\frac{3}{4}$  to this new lot. The amendment would also replace four existing park-and-ride lots with four new lots within a mile of the existing facilities. It is estimated that the net impact of this amendment on regional travel is the addition of 350 new bus riders, representing an increase of 0.3 % in regional transit ridership. The impact on air quality is negligible. OKI believes that this amendment is non-exempt in regards to air quality conformity requirements, but the impacts are not regionally significant. Since this amendment is not regionally significant, we may rely on the previous regional emissions analysis that received federal approval on September 28, 2008.

**Figure 1 - Project Descriptions**

<b>Action</b>	<b>Description</b>	<b>Location</b>
Add	New 150 space Liberty Township Park-n-Ride, Extend-Route 42X $\frac{3}{4}$ mile to this location	Vicinity of SR 129 and Cincinnati-Dayton Rd
Replace	New 75 space park-n-ride, replacing nearby existing facility	Near Kemper and Montgomery Road intersection
Replace	New 200 space park-n-ride, replacing nearby existing facility	Near Sharon and Chester Roads intersection in Springdale
Replace	New 250 space park-n-ride, replacing nearby existing facility	Near I-75 and Union Centre Blvd. interchange
Replace	New 250 space park-n-ride, replacing nearby existing facility	Near Western Row and Columbia Road intersection

## AMENDED FISCAL CONSTRAINT DETERMINATION

Figure 2 is a copy of the revenue estimates from the original Plan (Figure 15-1). The average annual funding is derived from several years of Transportation Improvement Program (TIP) data and includes formula funds, non formula funds and local matching funds. OKI expects that revenue trend to continue, therefore no adjustments are made at this time. Figure 3 shows the original and amended information related to regional plan expenditures by mode. Figure 4 presents the Regional Summary of Available Revenues & Expenditures by State.

The OKI Plan monitors fiscal constraint by state because the revenue sources vary by state and the expenditure decisions are primarily made by the individual states.

Amendment 2 involves only Ohio projects and Ohio funds. Fiscal constraint of the Plan is maintained as the demonstrated in Figure 5. The estimated available Ohio funds uncommitted (\$222,631,360) exceeds the funds required for the amendment (\$26,250,000), therefore fiscal constraint is maintained.

**Figure 2**  
**Transportation Funds Summary by State**

Estimated Annual Revenues	Annual Avg	Planning Period Total Available	TIP	Balance Available
Ohio New Capacity Total	117,596,625	3,002,150,431	470,386,500	2,531,763,931
OH O&M Total	98,451,125	2,463,149,090	393,804,500	2,069,344,590
OH Non-Hwy Total	21,143,125	528,979,929	84,572,500	444,407,429
State of Ohio Total		5,994,279,449	948,763,500	5,045,515,949
Net OH Available (capacity + non-hwy)				2,976,171,360
KY New Capacity Total	68,506,750	1,713,970,652	274,027,000	1,439,943,652
KY O&M Total	15,962,875	399,375,233	63,851,500	335,523,733
KY Non-Hwy Total	1,339,375	33,509,828	5,357,500	28,152,328
State of KY Total		2,146,855,713	343,236,000	1,803,619,713
Net KY Available (capacity + non-hwy)				1,468,095,980
IN New Capacity Total	2,875,000	71,929,636	11,500,000	60,429,636
IN O&M Total	5,035,875	125,992,577	20,143,500	105,849,077
IN Non-Hwy Total	388,875	9,729,265	1,555,500	8,173,765
State of IN Total		207,651,478	33,199,000	174,452,478
Net IN Available (capacity + non-hwy)				68,603,402
Region Total	331,068,625	8,348,786,641	1,325,198,500	7,023,588,141

**Figure 3  
Regional Summary of Plan Expenditures (millions)**

	Original Plan	Amended Plan
Operations & Maintenance	\$ 2511	\$ 2511
Roadway*	\$ 6299	\$ 6299
Bus and Rail Transit	\$ 767	\$ 793
Intelligent Transportation Systems	\$ 66	\$ 66
Freight	\$ 69	\$ 69
Bicycle and Pedestrian	\$ 28	\$ 28
<b>TOTAL</b>	<b>\$ 9740</b>	<b>\$ 9766</b>

\*Includes Brent Spence Bridge  
Replace/rehab. Source: OKI.

**Figure 4  
Regional Summary of Available Revenues & Expenditures by State**

State	Non O&M Revenues	Non O&M Costs	Difference
Ohio	2,976,171,360	-2,753,540,000	222,631,360
Kentucky	1,468,095,980	-1,451,030,000	17,065,980
Indiana	68,603,402	-66,360,000	2,243,402

**Figure 5  
Demonstration of Fiscal Constraint**

Estimated available funds for all Ohio projects (see Fig. 15-1, June 08 Plan)	\$2,976,171,360
Total cost of Ohio projects in June 2008 Plan	\$2,753,540,000
Estimated available Ohio funds uncommitted	\$222,631,360
Net Change in cost for new projects in Amendment 2	\$26,250,000

### **TRANSPORTATION AIR QUALITY CONFORMITY**

This portion of the report documents that the amended *OKI 2030 Regional Transportation Plan* is in conformance with the State Implementation Plans (SIPs) of Indiana, Kentucky and Ohio and complies with the Clean Air Act.

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. Pursuant to provisions of the CAAA of 1990, U.S. EPA designated a nine county area in the Cincinnati area as a nonattainment area for ozone under the eight-hour ozone standard in April 2004. The Cincinnati ozone nonattainment

area includes Lawrenceburg Township in Dearborn County Indiana, the Kentucky counties of Boone, Campbell and Kenton, and the Ohio counties of Butler, Clermont, Clinton, Hamilton and Warren. In December 2004, U.S. EPA designated an eight county area as nonattainment for fine particulate matter (PM2.5) under the annual PM2.5 standard. The boundaries of the PM2.5 nonattainment area are identical to ozone nonattainment area excluding Clinton County, OH. The OKI Regional Council of Governments (OKI), as the Metropolitan Planning Organization (MPO), consists of Dearborn, Boone, Campbell, Kenton, Butler, Clermont, Hamilton and Warren counties.

Federal transportation conformity rules list types of highway and transit projects that are exempt from conformity requirements. Exempt projects typically do not add new capacity and are address maintenance or safety issues. The projects contained in this amendment are non-exempt and are subject to the federal transportation conformity requirements.

OKI initiated interagency consultation (IAC) on this Plan amendment on May 6, 2009. It has been determined through the IAC process, that although these projects are non-exempt, the impacts of this amendment are not regionally-significant and do not trigger the need for a new regional emissions analysis. It is estimated that the net impact on regional travel is the addition of 350 new bus riders, representing an increase of only 0.3 % in regional transit ridership. The corresponding impact on air quality is also negligible. Since this amendment is not regionally significant, OKI may rely on the previous regional emissions analysis, per 40 CFR 93.122. The previous regional emissions analysis underwent extensive public review, including a public hearing, and was adopted by OKI on June 12, 2008. The federal conformity determination for the previous regional emissions analysis was made on September 28, 2008.

OKI qualitatively finds that no goals, directives, recommendations or projects identified in the amended *OKI 2030 Regional Transportation Plan* contradicts in a negative manner 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 *OKI 2030 Regional Transportation Plan* can interfere with their timely implementation. The OKI FY 2008-2011 TIP and the *OKI 2030 Regional Transportation Plan*, as amended, continue to meet all requirements regarding fiscal constraint.

## **PUBLIC INVOLVEMENT**

The *OKI 2030 Regional Transportation Plan "Setting Your Transportation Landscape"* 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 resolution by the OKI Board of Directors at its regular public meeting on June 11, 2009 at the OKI offices, 720 East Pete Rose Way, Suite 420, Cincinnati, Ohio. OKI advertised the Amendment on the OKI website and through standing OKI committees.

Through a qualitative evaluation, it is determined that the changes included in this *Amendment 2 – OKI 2030 Regional Transportation Plan* ensure that low income populations and minority populations receive a proportionate share of benefits from federally funded transportation investments. The resulting projects will provide a more multimodal system, more connectivity and more travel options for travelers in the region.