

Amendment 6 -
**OKI 2030 REGIONAL
TRANSPORTATION PLAN**



February, 2011

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

Acknowledgments

Title	Amendment 6 - OKI 2030 Regional Transportation Plan
Date	February 10, 2011
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The preparation of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Commonwealth of Kentucky Transportation Cabinet, the Ohio Department of Transportation, and the units of local and county government in the OKI region. The opinions, findings, and conclusions expressed in this document are those of the OKI Regional Council of Governments and are not necessarily those of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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 and last amended on January 13, 2011.

Periodically, as needs and conditions change, it becomes necessary to modify the Plan. This amendment is undertaken to incorporate updated project costs, revised fiscal constraint and modified air quality analysis years. **Specifically, this amendment includes the latest cost estimates for the Brent Spence Bridge and the Thru the Valley projects on I-75. The entire fiscal constraint of the Plan is revised to incorporate the latest data and assumptions. Finally, the air quality analysis years for various projects is revised to reflect the current project development time frame.**

A copy of the full *OKI 2030 Regional Transportation Plan* is available on CD, printed document or on-line at www.oki.org.

UPDATED PROJECT COSTS

The amendment does not incorporate any new projects. Rather, project cost estimates are updated for the Brent Spence Bridge (BSB) project and the Thru the Valley (TTV) projects on I-75. The BSB cost is lowered from \$2.9 billion to \$2.3 billion and these costs are distributed between Kentucky and Ohio per the current bi-state agreement. The TTV costs are increased from \$279.4 million to \$527.7 a net increase of \$248.3 million.

AMENDED FISCAL CONSTRAINT DETERMINATION

The following discussion provides background on the process and results of an amended fiscal constraint analysis of 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 and last amended on January 13, 2011. As you are aware, the OKI policy committee will be considering an amendment to the Plan on February 10, 2011.

Since the original Plan adoption, various elements of the fiscal constraint analysis and the Plan assumptions have changed, thus a review is warranted. OKI is producing Amendment 6 of the Plan to incorporate updated costs for selected projects, revised fiscal constraint and modified air quality analysis years. Specifically, this amendment includes the latest cost estimates for the Brent Spence Bridge and the Thru the Valley projects on I-75.

The entire fiscal constraint analysis process is undertaken in this effort except individual project cost review. More discussion on this topic is provided in the *Amendment 6 – OKI 2030 Regional Transportation Plan – February 2011*

Cost estimation section below. OKI relies on the project cost estimates already included in the Plan, except as noted and assumes those estimates are still reasonable. The process includes revenue estimation, cost analysis and a revenue/cost comparison.

Revenue Estimation:

Base Year

- ODOT and KYTC provided historical information on federal and state expenditures for highway projects. OKI estimated local highway and transit funding using OKI TIP data from 2004 through 2011. The state-based data is the basis for estimating an annualized funding stream. The annualized estimates are in turn used for estimating revenue reasonably expected to be available for the remainder of the planning period (2012 to 2030).
- The local portion of local-let funded projects in Ohio was not included in the historical data provided by ODOT. Likewise, construction engineering (CE) was not included. OKI estimates the local let projects to be 25% of all projects. The local share is assumed to be 20% which is typical of most projects. Construction engineering is assumed to be 10% of the total project cost.
- The local portion of Kentucky project costs was not included in the data provided to OKI. OKI estimates the portion of the total project cost to be 5% of total expenditures based on a review of the 2004-2011 TIP. Therefore the total revenue estimates from KYTC historical records (1993 to 2010) is increased by 5%.
- Base year revenue estimates are presented below in Figure 1.

Figure 1 - OKI Regional Transportation Plan Estimated Annual Revenues (February, 2011)

		<u>Original</u>	'04-'11 Avg with ARRA	'04-'11 Avg No ARRA	State-based Expenditure Approach
Summary by State		Annual	Annual	Annual	Annual HWY
OH	Ohio New HWY Capacity Total	\$117,596,625	\$117,839,250	\$115,877,375	\$107,304,143
	OH HWY O&M Total	\$98,451,125	\$125,092,906	\$114,561,218	\$106,085,363
	OH Non-Hwy Total	\$16,183,125	\$15,668,005	\$15,331,785	\$14,197,457
	OH Transit*	\$1	\$145,935,181	\$138,901,956	\$138,901,956
	State of Ohio Total	\$232,230,876	\$404,535,342	\$384,672,334	\$366,488,919
	Net OH Available (cap + non-hwy)	\$133,779,750	\$133,507,255	\$131,209,160	\$121,501,601
	(Total Hwy)	\$232,230,875	\$258,600,161	\$245,770,378	\$227,586,963
KY	KY New Capacity Total	\$68,506,750	\$61,199,125	\$55,438,875	\$84,823,470
	KY O&M Total	\$15,962,875	\$31,840,419	\$31,840,419	\$12,680,087
	KY Non-Hwy Total	\$1,108,375	\$2,203,740	\$2,203,740	\$0
	KY Transit	\$1	\$27,970,436	\$25,632,936	\$25,632,936
	State of KY Total	\$85,578,001	\$123,213,719	\$115,115,969	\$123,136,492

	Net KY Available (cap + non-hwy)	\$69,615,125	\$63,402,865	\$57,642,615	\$84,823,470
IN	IN New Capacity Total	\$2,875,000	\$5,894,348	\$5,894,348	\$5,894,348
	IN O&M Total	\$5,035,875	\$9,269,952	\$8,697,452	\$8,697,452
	IN Non-Hwy Total	\$388,875	\$568,375	\$568,375	\$568,375
	IN Transit	\$0	\$0	\$0	\$0
	State of IN Total	\$8,299,750	\$15,732,675	\$15,160,175	\$15,160,175
	Net IN Available (cap + non-hwy)	\$3,263,875	\$6,462,723	\$6,462,723	\$6,462,723

Notes

Final annual revenue estimates are highlighted. The State based approach utilizes data received from ODOT and KYTC. Indiana figures are OKI TIP based.

For Ohio the total expenditures was provided by ODOT. OKI divided the total into fund type using TIP ratios (column H). OKI estimates the underreported local funds by assuming local let projects are 25% of the total projects and 20% of the cost is local. Additional 10% is added to account for CE costs.

For Kentucky, figures provided by KYTC do not include local funding. OKI increases the total amount by 5% based on TIP historical data ('04-'11 TIP). Non-hwy are included with New Capacity Total.

Transit figures are annualized estimates based on OKI 2008-11 TIP excluding ARRA.

Revenue Forecasts

- In the absence of local data to formulate an estimated annual rate of growth, OKI relies on approaches from our collective states in which OKI operates. The annualized estimated revenue growth is assumed to be 4% per year which is an increase from the original Plan's 1% per year. This increase is in a range consistent with MPO's in Kentucky and Ohio which range between 1% and 5%. Recent high level research indicates that 1% is low. MPO's in Louisville (KIPDA) and Lexington used 5 percent and 4% respectively. KIPDA recently completed a plan update and their revised fiscal constraint estimates 5% annual growth which has been supported by KYTC, INDOT and accepted by FHWA. MVRPC used 2.3%, MORPC uses 1- 2% for their larger fund sources and higher for other but smaller pools, TMACOG uses 1%. NOACA uses a range from 3-6%.
- The future funding available for the region is calculated using Excel's Future Value (FV) function. This function uses the base year revenue estimate annualized figure as an annual installment (payment) compounded over the remaining years of the Plan 2012-2030 (i.e. 19 years).
- The amount available for (discretionary) projects that are identified in the Plan is the total amount estimated to be available less the committed TIP, O&M and dedicated transit <Transit>. These are presented in Figure 2.
- OKI assumes the spending trends will continue by type (i.e. if 45% of all funds for a particular state are used for O&M in the TIP years, this trend will continue through the Plan years for that state).

Figure 2 - OKI Regional Transportation Plan Estimated Revenues

	Base Revenue Annual	TIP Period Annual x 4	Plan - TIP\$ i = 4%	Total Plan REAR, i = 4%
Ohio New HWY Capacity Total	-\$107,304,143	\$429,216,574	\$2,969,237,569	\$3,398,454,143
OH HWY O&M Total	-\$106,085,363	\$424,341,451	\$2,935,512,408	\$3,359,853,859
OH Non-Hwy Total	-\$14,197,457	\$56,789,829	\$392,861,098	\$449,650,927
OH Transit*	-\$138,901,956	\$555,607,822	\$3,843,587,875	\$4,399,195,697
State of Ohio Total	-\$366,488,919	\$1,465,955,676	\$10,141,198,950	\$11,607,154,625
Net OH Cap = Total - O&M - Trn			\$3,362,098,667	
KY New Capacity Total	-\$84,823,470	\$339,293,879	\$2,347,169,688	\$2,865,173,823
KY O&M Total	-\$12,680,087	\$50,720,347	\$350,873,593	\$401,593,940
KY Non-Hwy Total	\$0	\$0	\$0	\$0
KY Transit	-\$25,632,936	\$102,531,742	\$709,294,838	\$811,826,580
State of KY Total	-\$123,136,492	\$492,545,968	\$3,407,338,119	\$4,078,594,344
Net OH Cap = Total - O&M - Trn			\$2,347,169,688	
IN New Capacity Total	-\$5,894,348	\$23,577,390	\$163,103,842	\$186,681,232
IN O&M Total	-\$8,697,452	\$34,789,808	\$240,669,189	\$275,458,997
IN Non-Hwy Total	-\$568,375	\$2,273,500	\$15,727,635	\$18,001,135
IN Transit	\$0	\$0	\$0	\$0
State of IN Total	-\$15,160,175	\$60,640,698	\$419,500,666	\$480,141,364
Net OH Cap = Total - O&M - Trn			\$178,831,477	

Notes:

Refer to Base Rev Est worksheet for notes on development of annual estimates.

* Transit Revenue was included with non-hwy in Original Plan. Best available transit data is from the 2008-11 TIP. ARRA is excluded.

Revenue forecasts assume 4% annual growth. This is in line with federal guidance.

PLAN - TIP is calculated using the Excel FV function where: $FV = (rate, nper, pmt)$ where rate equals assumed rate of revenue growth (4%), nper = number of years in the planning (19) and pmt = the annual revenue.

This is the amount available for capacity related projects.

TIP Annual = average TIP over 4 years 2008-2011

REAR = Reasonably Expected Available Revenues

Cost Estimation:

Revised Project Costs

The amendment does not incorporate any new projects. Rather, project cost estimates are updated for the Brent Spence Bridge (BSB) project and the Thru the Valley (TTV) projects on I-75. The BSB cost is revised from \$2.9 billion to \$2.27 billion and these costs are distributed between Kentucky and Ohio per the current bi-state agreement (\$1,063,750,000 Ohio + \$1,202,869,820 KY). For the KY section the mid-range alternative (Alt. 3) is used for cost estimating. The TTV costs are increased from \$279.4 million to \$527.7 a net increase of \$248.3 million. The new cost estimates are provided by the district offices of KYTC and ODOT in January 2011.

Remove O&M Projects From the Capacity Listing

The OKI Plan explicitly lists the capacity enhancing projects for fiscal constraint and air quality requirements. Non-capacity projects that include primarily O&M projects and are consistent with the Plan are not explicitly listed in the Plan. The list of capacity projects (see Chapter 8 of the Plan) inadvertently includes the eight projects below that would be funded out of the pool of O&M funds instead of the discretionary capacity funds. These reconstruction projects do not add capacity and are thus more appropriately considered O&M items:

Plan ID 140 Boone KY-14	Cost: \$21.1 million
Plan ID 147 Boone US-25	Cost: \$7.3 million
Plan ID 150 Boone US-42	Cost: \$62.3 million
Plan ID 331 Campbell KY-1120	Cost: \$4.4 million
Plan ID 334 Campbell US-27	Cost: \$14.5 million
Plan ID 732 Kenton KY-16	Cost: \$11.7 million
Plan ID 733 Kenton KY-236	Cost: \$15.6 million
Plan ID 717 Kenton US-25	Cost: \$29.3 million
<u>Total Value</u>	<u>\$166.2 million</u>

Year of Expenditure Cost

The OKI Plan is required to account for the time value of money (inflation). Therefore project costs are inflated using generalized figures derived from industry cost information (material, labor, etc.) and guidance from the individual states transportation agencies. This practice is known as developing estimated project costs in terms of their year of expenditure (YOE). The YOE is estimated by OKI staff as the midpoint of the project's year of construction. The YOE annual inflation rate for this analysis is assumed to be 3.5% which is reduced from 4% used in the original Plan. This change is based on the recent trends in project construction cost moderation. In addition, based on a review of revenue growth assumptions used in metropolitan areas across Ohio and Kentucky, OKI finds this assumption to be reasonable.

Because the overall cost of the Plan is impacted by the actual year the individual projects are constructed, staff incorporated recent sale date information collected from project sponsors to update year of expenditure costs. Revised total (discretionary) Plan costs are documented in Figures 3, 4 and 5.

Note: Emissions estimates also take advantage of the latest project development information by adjusting the AQ analysis year (year open to traffic) where appropriate.

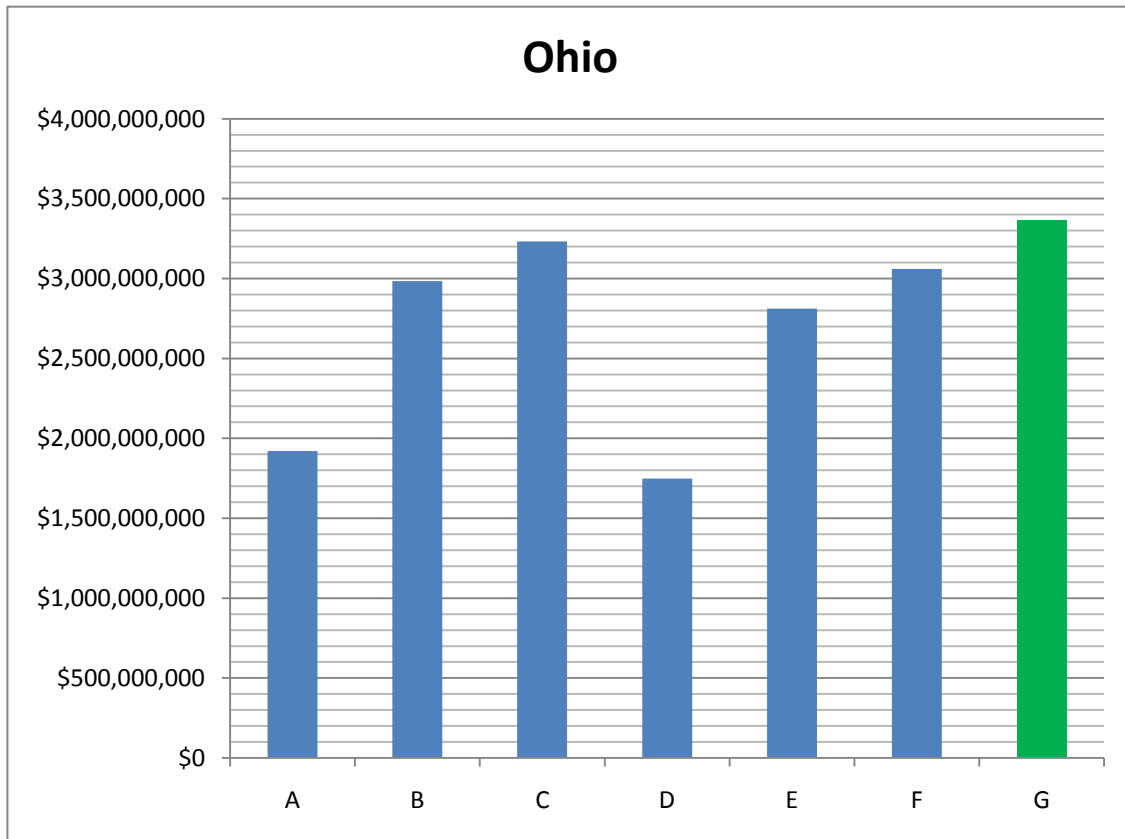
The OKI Plan monitors fiscal constraint by state because the revenue sources vary by state and the expenditure decisions are primarily made by the stakeholders of the individual states.

Revenue/Cost Comparison:

Amendment 6 involves new cost and revenue assumptions as the well as project timing and the associated impacts on project costs. The estimated available Ohio funds uncommitted (\$3,362,098,667) exceeds the funds required (\$3,061,050,000 from Figure 3), the estimated available Kentucky funds uncommitted (\$2,347,169,688) exceeds the funds required (\$2,252,669,212 from Figure 4), and the estimated available Indiana funds uncommitted (\$178,831,471) exceeds the funds required (\$66,000,000 from Figure 5), ***therefore fiscal constraint is demonstrated.***

Figure 3 - OKI Regional Plan Revenue and Cost Comparison - Ohio

4% YOE Current Plan Cost no Transit no BSB	A	\$1,920,000,000
4% YOE Current Plan Cost no Transit + BSB	B	\$2,983,750,000
4% YOE Current Plan Cost - no Transit + BSB + TTV	C	\$3,232,050,000
3.50% YOE Current Plan Cost no Transit no BSB	D	\$1,749,000,000
3.50% YOE Current Plan Cost no Transit + BSB	E	\$2,812,750,000
3.50% YOE Current Plan Cost - no Transit + BSB + TTV	F	\$3,061,050,000
Reasonably Expected Available Revenues	G	\$3,362,098,667



BSB = Brent Spence Bridge Project Current Ohio estimate = \$1,063,750,000 in YOE dollars

TTV = Thru the Valley Project (costs are \$248.3M higher than original estimates)

YOE = Year of Expenditure inflation rate (revised from 4% to 3.5% January 2011)

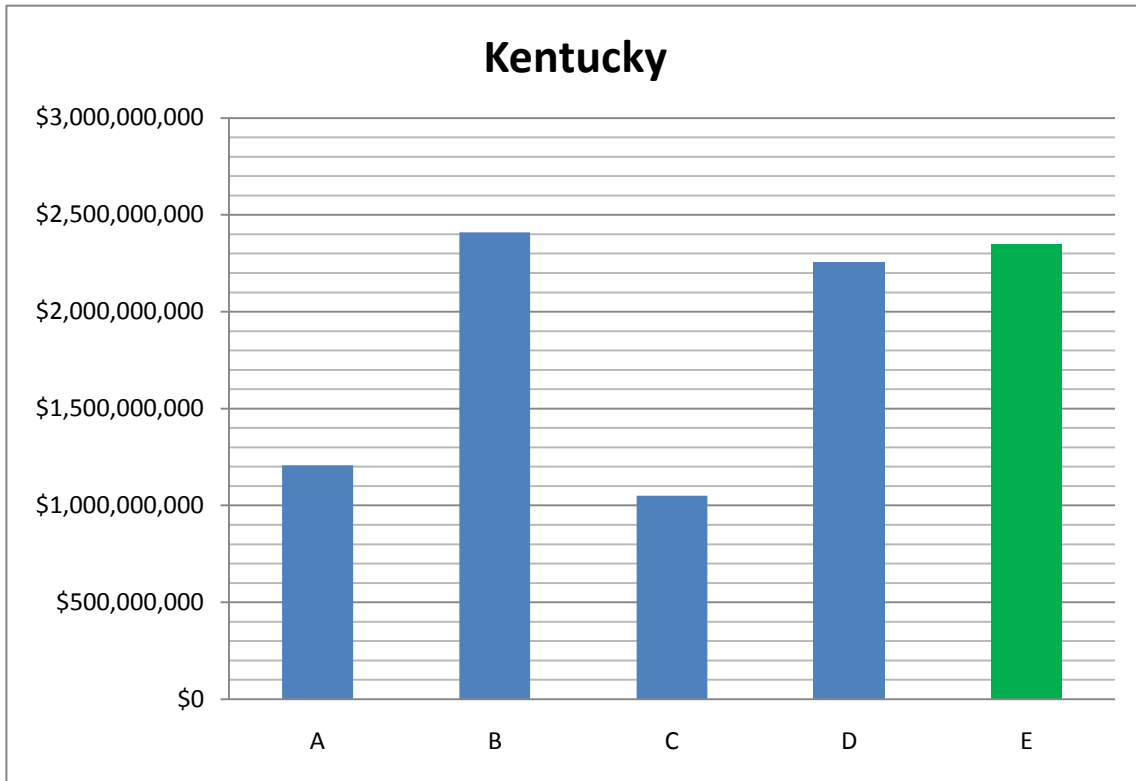
Revenue estimated using ODOT provided annual expenditures.

Annual revenue growth rate assumed 4% per year from 2012 to 2030. Relies on FHWA guidance.

Current Ohio BSB Cost Estimates Jan 2011: \$1,063,750,000

Figure 4 - OKI Regional Plan Revenue and Cost Comparison - Kentucky

4% YOE Current Plan Cost no Transit no BSB	A	\$1,206,800,000
4% YOE Current Plan Cost no Transit + BSB	B	\$2,409,669,212
3.50% YOE Current Plan Cost no Transit NO BSB	C	\$1,049,800,000
3.50% YOE Current Plan Cost no Transit + BSB	D	\$2,252,669,212
Reasonably Expected Available Revenues	E	\$2,347,169,688



BSB = Brent Spence Bridge Alt. 3 Cost (KY portion) = \$1,202,869,820 in YOE dollars (Jan 2011)

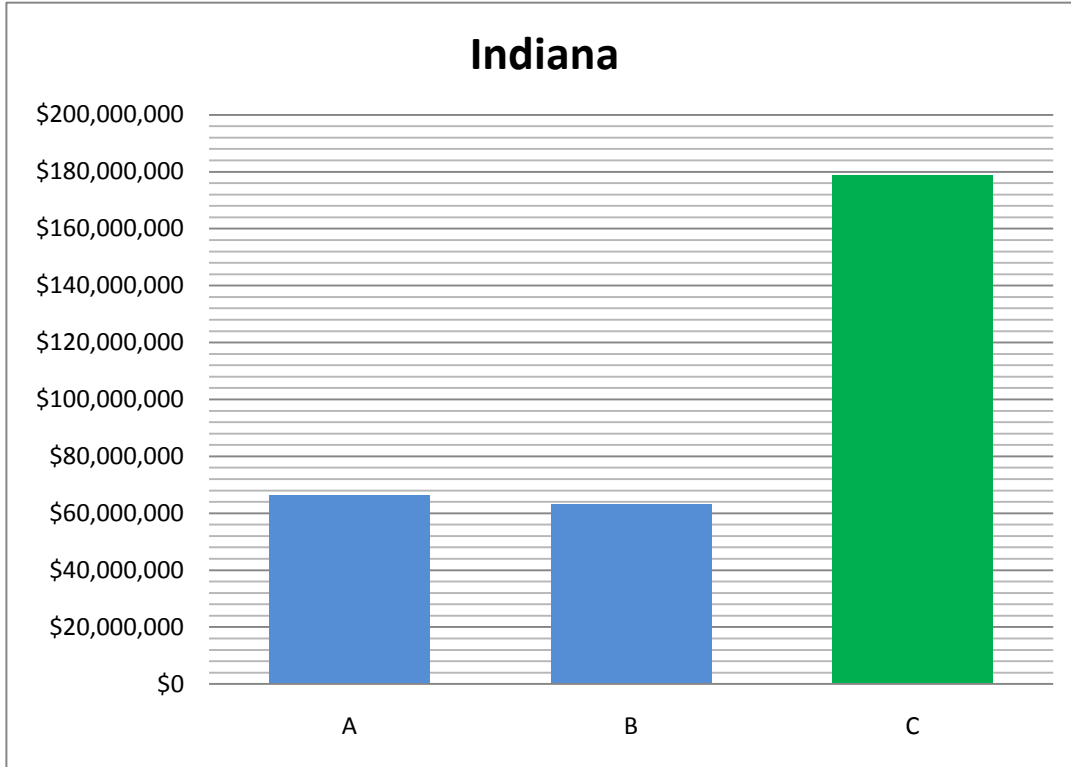
YOE = Year of Expenditure inflation rate (revised from 4% to 3.5% January 2011)

Revenue estimated from historical expenditures grown 4% per year from 2012 to 2030

Historical expenditures provided to OKI by KYTC.

Figure 5 - OKI Regional Plan Revenue and Cost Comparison - Indiana

4% YOE Current Plan Cost - no Transit	A	\$66,360,000
3.5% YOE Current Plan Cost - no Transit	B	\$63,000,000
Reasonably Expected Available Revenues	C	\$178,831,477



YOE = Year of Expenditure (revised from 4% to 3.5% January 2011)

Revenue estimated using current OKI 2004-11 TIP grown 4% per year from 2012 to 2030

TRANSPORTATION AIR QUALITY CONFORMITY

Amendment 6 makes no changes to the scope of any project in Transportation Plan. However, updated project schedules have necessitated modifying the air quality analysis year for several projects. The following Figure 6 includes descriptions of the OKI Travel Demand Model network coding changes required to generate vehicle miles traveled and speed changes necessary for the emissions analysis. EPA's MOBILE6.2 was used to generate emission factors unique to local parameters. Details on the OKI Travel Model and the generation of emission factors can be found in the technical document "Air Quality Conformity Determination of the Amended OKI 2030 Regional Transportation Plan and the OKI FY 2008-2011 Transportation Improvement Program", February 2011. The resulting emission estimates were used in the air quality conformity analysis for this Transportation Plan amendment.

**Figure 6
Amendment #6 Changes to Transportation Networks**

ID	County	Facility	Location	Description	Original AQ Analysis Year	New AQ Analysis Year
6-8105.02	Campbell-KY	New Route	From I-275 to the AA Highway--new connector road	New 4-lane connector from KY 9 to KY 2345	2015	2020
6-8105.01	Campbell-KY	New Route	From I-275 to the AA Highway--new connector road	Construct a new 2-lane connector (NKU Loop Rd.)	2015	2020
6-8105.03	Campbell-KY	New Route	Near Northern Kentucky University	New connector KY 2345 to KY 2238	2015	2020
6-8104.00	Campbell-KY	IR 471	KY 8 interchange	Construct a new southbound off-ramp from I-471 to KY 8	2015	2020
6-8101.01	Campbell-KY	KY 9	From 11th St. to 4th St.	Construct a new route with 4 through lanes	2015	2020
6-156.00	Campbell-KY	KY 547	AA Highway to KY 10	Reconstruction, add climbing lane	2015	2020
731	Kenton-KY	KY 8	5th St. from I-75 to Main Street	Add 2 lanes	2015	2030
714	Kenton-KY	KY 8	4th St. from Main St. to I-75	Modify alignment; add approach lane to I-75	2015	2030
6-162.00	Kenton-KY	KY 536	Boone County Line to KY 17	Widen to 5 lanes	2015	2020
86137	Butler-OH	SR 4 Bypass Phase 5b	Princeton Road to the SR 4/SR 4 Bypass northern intersection	Widening to four lanes, intersection improvement at SR 4/SR 4 Bypass northern intersection	2015	2020
222	Butler - OH	CR 113 (Liberty Fairfield Road)	SR 4 to Great Miami River	Widen to 5 lanes	2030	2015
82561	Clermont-OH	Heitman Lane Extension	Olive Branch-Stonelick to east terminus of Heitman	Widen to three lanes	2015	2020

			Lane			
82581	Clermont-OH	Amelia-Olive Branch Relocation	Clough Pike to Olive Branch-Stonelick Rd. at SR 32	New 3-lane connector and ramp improvements	2015	2020
82552	Clermont-OH	Aicholtz Road Extension	Glen Este-Withamsville Rd. to Bach-Buxton Rd.	New 5-lane roadway	2015	2020
82588	Clermont-OH	SR 32-Batavia Interchange	SR 32 interchange in Village of Batavia	Convert existing half interchange to full	2015	2020
82589	Clermont-OH	SR 32-DeLaPalma/McKeever	McKeever and DeLa Palma Intersections at SR 32	Grade separated interchanges	2015	2020
22970-2	Clermont-OH	SR 32-Bach-Buxton Interchange	Elick Ln. to Old SR 74	Extend five lane Bach-Buxton extension with SR 32 interchange	2015	2020
22970-2	Clermont-OH	SR 32-Glen Este-Withamsville Overpass	Glen Este-Withamsville Rd.	New Glen Este-Withamsville overpass	2015	2020
82587	Clermont-OH	SR 32-Herold Road	1000' west of existing Herold Rd. intersection on SR 32	New interchange	2015	2020
82586	Clermont-OH	SR 32-Frontage Road	Bauer Rd. to Half Acre Rd.	New three-lane frontage road.	2015	2020
82286	Hamilton-OH	IR 75	0.4 miles N of Mitchell Ave to 0.2 miles N of SR 562	Reconstruct IR 75 from north of Mitchell interchange through SR 562 interchange. (Phase 7)	2015	2020
82288	Hamilton-OH	IR 75	From 0.3 miles S of Shepherd Lane to 0.2 miles N of Glendale-Milford Road.	Reconstruct IR 75 between Shepherd Lane and Glendale-Milford Road (Phase 8 of IR 75 projects)	2015	2020
77889	Hamilton-OH	IR 75	From south of SR 562 to north of SR 4	Widen for additional through lanes, reconstruct interchanges as needed	2015	2020
89069	Hamilton-OH	IR 75	IR 75 corridor	Widen IR 75 from north of bridge over Findlay Street to northern terminus of Brent Spence Bridge	2015	2020
76257	Hamilton-OH	IR 75	From 0.1 mile N of Harrison Ave. to 0.1 miles S of Paddock Rd.	Upgrade interchanges	2015	2020
801	Warren-OH	Bethany Rd.	City of Mason – West Mason Corp. Limit to Mason-Morrow-Millgrove Rd.	Widen to 3 lanes and connect Bethany and Mason-Morrow-Millgrove Roads	2015	2020

**AMENDED CONFORMITY DETERMINATION CINCINNATI
NONATTAINMENT AND MAINTENANCE AREA**

OKI has determined that the recommended projects in this amended *OKI 2030 Regional Transportation Plan* are consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. Figure 7 shows the ozone conformity analysis years and tests performed. OKI’s quantitative conformity findings for ozone-forming emissions for the Ohio and Indiana portion of the nonattainment area are found in Figure 8. Clinton County, Ohio is part of the ozone maintenance area and is included in the VOC and NO_x totals. OKI’s quantitative conformity findings for ozone-forming emissions for the Kentucky portion of the ozone maintenance area are found in Figure 9. PM2.5 conformity analysis years and tests are found in Figure 10. Figure 11 shows the quantitative conformity finding for annual PM2.5 and annual NO_x emissions in the Ohio portion of the PM2.5 nonattainment area. Annual PM2.5 and annual NO_x emissions in the Indiana portion of the PM2.5 nonattainment area are found in Figure 12. Annual PM2.5 and NO_x emissions in the Kentucky portion of the PM2.5 nonattainment area are found in Figure 13.

**Figure 7
Conformity Analysis Years and Tests for the Ozone Maintenance Area**

Analysis Year	Ozone Conformity Test	Which Requirement Fulfilled	Pollutants
2015	<=2015 Budget	Ozone budget year	VOC, NO _x
2020	<=2020 Budget	Ozone budget year	VOC, NO _x
2030	<=2020 Budget	Last year of Plan	VOC, NO _x

**Figure 8
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion² of the Maintenance Area**

	<u>2015</u>	<u>2020</u>	<u>2030</u>
Ohio/Indiana VOC Budget	31.73	28.82	28.82
Ohio/Indiana VOC Emissions	25.14	24.53	25.04
Ohio/Indiana NO _x Budget	49.00	34.39	34.39
Ohio/Indiana NO _x Emissions	42.42	30.04	23.79

¹Includes Clinton County

²Dearborn County emissions are for the nonattainment portion only

Figure 9
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Maintenance Area

	<u>2015</u>	<u>2020</u>	<u>2030</u>
N. Kentucky VOC Budget	9.76	10.07	10.07
N. Kentucky VOC Emissions	8.03	7.14	7.24
N. Kentucky NOx Budget	14.40	13.27	13.27
N. Kentucky NOx Emissions	11.63	8.38	6.35

Figure 10
Conformity Analysis Years and Tests for PM2.5 Nonattainment Area

Analysis Year	PM2.5 Conformity Test	Which Requirement Fulfilled	Pollutants
2015	<=2002 Baseline	First analysis year, no more than 5 years in the future	Direct PM2.5, NOx
2020	<=2002 Baseline	Intermediate year	Direct PM2.5, NOx
2030	<=2002 Baseline	Last year of Plan	Direct PM2.5, NOx

Figure 11
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Ohio Portion of the Nonattainment Area

	<u>2015</u>	<u>2020</u>	<u>2030</u>
Ohio Annual Direct PM2.5 2002 Baseline	710.6	710.6	710.6
Ohio Annual Direct PM2.5 Emissions	285.1	252.8	251.7
Ohio Annual NOx 2002 Baseline	38057.8	38057.8	38057.8
Ohio Annual NOx Emissions	13520.3	9584.4	7469.4

Figure 12
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Indiana Portion of the Nonattainment Area

	<u>2015</u>	<u>2020</u>	<u>2030</u>
Indiana Annual Direct PM2.5 2002 Baseline	9.76	9.76	9.76
Indiana Annual Direct PM2.5 Emissions	4.33	3.79	3.68
Indiana Annual NOx 2002 Baseline	571.28	571.28	571.28
Indiana Annual NOx Emissions	209.55	147.67	104.84

¹Dearborn County emissions are for the nonattainment portion only.

Figure 13
Quantitative Conformity Findings of PM2.5 Emissions (tons per year)
for the Kentucky Portion of the Nonattainment Area

	2015	2020	2030
N. Kentucky Direct PM2.5 2002 Annual Baseline	164.68	164.68	164.68
N. Kentucky Direct PM2.5 Annual Emissions	78.31	70.52	73.44
N. Kentucky Annual NO _x 2002 Baseline	9509.84	9509.84	9509.84
N. Kentucky Annual NO _x Emissions	3950.79	2847.06	2157.25

- VOC and NO_x emissions in the ozone maintenance area do not exceed the 2015 VOC or NO_x budget for the budget year 2015.
- VOC and NO_x emissions in the ozone maintenance area do not exceed the 2020 VOC or NO_x budget for the budget year 2020, or the Plan year 2030.
- Annual Direct PM2.5 and annual NO_x emissions in the PM2.5 nonattainment area do not exceed the 2002 baseline emissions for the first analysis year 2015, the intermediate year 2020, or the Plan year 2030.
- OKI qualitatively finds no factors in the TIP or the amended OKI *2030 Regional Transportation Plan* that would cause or contribute to a new daily ozone violation, annual PM2.5 violation or exacerbate an existing violation in the years before 2015 for the ozone maintenance area and PM2.5 nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in the amended *OKI 2030 Regional Transportation Plan* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plan does not contain any transportation control measures (TCM's), therefore, nothing in amended *OKI 2030 Regional Transportation Plan* can interfere with their timely implementation.

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 14-day public comment period and culminated in a public hearing held at 5:00 p.m. on Tuesday, February 8, 2011 at the OKI offices, 720 East Pete Rose Way, Suite 420, Cincinnati, Ohio. OKI advertised the Amendment in mainstream and minority newspapers and through standing OKI committees. This document was placed for public review on the OKI website.

KYTC, ODOT, FHWA-KY and FHWA-OH were consulted during the development of the fiscal constraint analysis.

Through a qualitative evaluation, it is determined that the changes included in this *Amendment 6 – OKI 2030 Regional Transportation Plan* ensure that low income populations and minority populations receive a proportionate share of benefits from federally funded transportation investments. Through a qualitative evaluation, it is determined that the changes included in this *Amendment 5 – OKI 2030 Regional Transportation Plan* ensure that OKI's five Environmental Justice population groups – Low Income, Minority, Elderly, Disabled and Zero-Car Households – receive a proportionate share of benefits from federally funded transportation investments.