

Amendment 3 -
**OKI 2030 REGIONAL
TRANSPORTATION PLAN**



January, 2010

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

Acknowledgments

| | |
|------------------------|---|
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| Date | January 14, 2010 |
| Agency | Ohio-Kentucky-Indiana Regional Council of Governments Mark R. Policinski, Executive Director |
| Project Manager | Robert W. Koehler, P.E. |
| Participants | Robyn Bancroft, AICP Andrew Reser, AICP Mark Paine Regina B. Fauver |

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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 the Ohio High Speed Intercity Passenger Rail Plan. The Plan, popularly known as the 3C Quick Start Corridor Program is a joint effort of the Ohio Rail Development Commission (ORDC) and the Ohio Department of Transportation (ODOT). This amendment also incorporates the Kennedy Connector project requested by the City of Cincinnati. Lastly, this amendment incorporates adjustments to air quality analysis years for a few projects to reflect current project status.

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

The OKI 2030 Plan has fiscal capacity to accommodate the project and the emissions impacts are positive. Following is a more detailed description of each.

PROJECT RECOMMENDATIONS

3C Quick Start Corridor Passenger Rail Service

ORDC and ODOT in consultation with other regional transportation stakeholders have been working for a number of years to reintroduce passenger rail service in Ohio. In July 2007 ORDC updated and released *The Ohio & Lake Erie Regional Rail Ohio Hub Study (OH-3C-Ohio-Hub-Study) and Appendices* to guide these efforts. Consistent with previous passenger rail studies, the Ohio Hub Study identified the 3C Corridor as the first of seven intercity passenger rail corridors to be implemented with a long range vision to connect Ohio to other existing and planned regional rail corridors including the proposed 3,000-mile Midwest Regional Rail (Chicago Hub) System, New York's Empire Service, Pennsylvania's Keystone Service, the Northeast Corridor and Canada's VIA Rail System.

Following the recommendations of these studies, ORDC and ODOT will develop passenger rail in Ohio by advancing two parallel efforts: 1) immediate implementation of 3C "Quick Start" conventional passenger rail services with speeds reaching up to 79 miles per hour along the 3C Corridor, and 2) continued planning to become part of a regional 110 mph passenger rail system. The "Quick Start" brand for the start-up service is intended to communicate to Ohioans that within a few short years, upon successful ARRA award, passenger rail service will, quickly be accessible to more than 6.8 million residents.

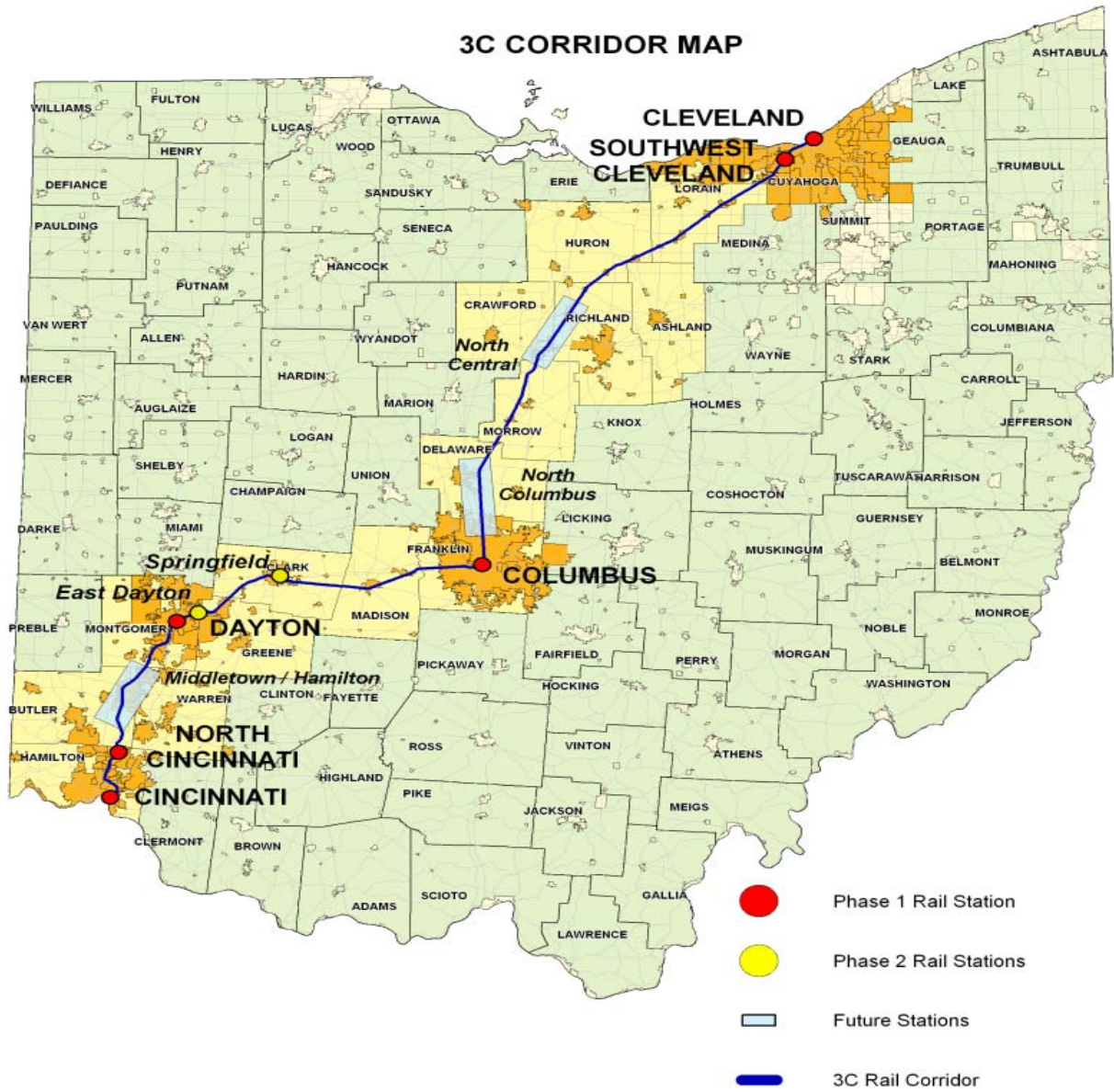
Passenger rail service was last provided in the 3C Corridor in 1971. The rationale behind re-establishing conventional passenger rail service in the corridor is to provide a reliable train system that links Ohio's four largest metropolitan areas with predictable and consistent service in an effort to expand the passenger rail market for further development. The 3C Corridor is a Federal Railroad Administration (FRA) designated high-speed rail corridor, Ohio's most densely traveled corridor, and is the most densely populated corridor without passenger rail service in the United States, with the potential to serve over 6.8 million residents.

The 3C "Quick Start" Corridor service will be provided under contract with a third party operator, over existing freight rail lines owned by Norfolk Southern (NS), CSX and the Indiana & Ohio Railway (I&O). The service will initially require five complete train sets. One train set will begin each day in Cleveland and depart for Cincinnati via Columbus; another train set will begin each day in Cincinnati and depart for Cleveland via Columbus; and two train sets will begin each day in Columbus, with one departing to Cleveland and the other departing to Cincinnati. Six stations will serve the corridor initially at the following locations:

- Downtown Cleveland
- Southwest Cleveland
- Downtown Columbus
- Downtown Dayton
- Sharonville
- Cincinnati

During the second phase of station development, two additional stops will be added in Springfield and northeast Dayton near the Wright Patterson Air Force Base. Additional areas along the corridor where future stations may be sited have been identified as Middletown, north Columbus and north central Ohio (near Mansfield), to accommodate an anticipated growth in the demand for service as the corridor matures.

Figure 1
3C Quick Start Corridor



Kennedy Connector

The purpose of the project is to address the substandard geometry, improve the capacity and safety, and support future development along the Ridge Avenue corridor in the Community of Oakley. The project will build a parallel route next to Ridge Avenue by extending Kennedy Avenue to the south from the Kennedy Avenue and Duck Creek Road intersection to the Madison Road and Camberwell Road intersection. The estimated cost of the new five-lane roadway is \$12 million. See the figure below.



Air Quality Analysis Year Adjustments

Minor adjustments to analysis years is performed to meet the requirements of air quality conformity analysis. These are listed in the project table below. More information is included the Transportation Air Quality Conformity section later in this document.

Project Costs

The project costs are detailed in the *Ohio High Speed Intercity Passenger Rail Application (3CQuick Start Corridor Program) Financial Plan*. Capital costs include infrastructure improvements such as track upgrades, communications and signaling, passenger stations, maintenance and layover facilities and train sets. Operating costs include on-going operations costs and one-time mobilization costs. A summary of revenues and expenses associated with the 3C "Quick Start" Corridor Service is provided in Figure 2 below.

Figure 2
Summary of 3C "Quick Start" Corridor Revenues and Expenses (\$millions)

| CAPITAL REVENUES AND EXPENSES | |
|---|----------------|
| Revenue: | |
| FRA HSIPR Grant | \$563.8 |
| Local Funds (optional*) | \$57.0 |
| Total Capital Revenue | \$620.8 |
| Expenses: | |
| Infrastructure Capacity Improvements | \$236.2 |
| Track Upgrades | \$36.5 |
| Communications & Signaling | \$32.0 |
| Passenger Stations – Initial construction | **\$29.1 |
| Passenger Stations – Station enhancements | \$57.0 |
| Maintenance/Layover Facilities | \$55.0 |
| Rolling Stock | \$175.0 |
| Total Capital Expenses (including contingencies) | \$620.8 |
| NET CAPITAL | \$0.0 |
| OPERATING REVENUES AND EXPENSES | |
| Revenue | |
| CMAQ | \$70.1 |
| Farebox | \$224.0 |
| State (non-gas tax) | \$148.0 |
| Other Revenue | \$166.0 |
| TOTAL Revenue | \$608.2 |
| Expenses: | |
| Cumulative Annual Operation Costs | \$584.0 |
| One Time Mobilization Costs | \$6.3 |
| Total Operating Expenses | \$590.3 |
| NET OPERATING | \$17.8 |
| * These funds are not essential for station development but are opportunities for community enhancements to stations at their discretion. | |
| ** The OKI region would be responsible for two stations – see Figure 2. | |

Figure 3
Project Descriptions
(cost for stations includes 20% contingency)

| Action | Description | Cost Estimate |
|---------------|---|------------------------------------|
| Add | Ohio High Speed Intercity Passenger Rail Service (3C Quick Start Project). | Non OKI funds Refer to Figure 1 |
| Add | Sharonville Station– for 3C | \$4.700 million |
| Add | Cincinnati Station – for 3C | \$2.624 million |
| Add | Kennedy Connector - Extend Kennedy Ave to the Madison Rd and Camberwell Rd intersection. New ramp to SR-562 and I-71 south. | \$12.000 million |
| | Total | \$19.324 million |

AMENDED FISCAL CONSTRAINT DETERMINATION

Figure 4 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 5 shows the original and amended information related to regional plan expenditures by mode. Figure 6 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 3 involves only Ohio projects and Ohio funds. It is assumed based on the "Quick Start" Service Financial Plan that operating and capital funds are provided from new revenue sources beyond the normal OKI allocation and earmarks. The one exception is for two stations at a cost of \$7.32 million as noted. Fiscal constraint of the Plan is therefore maintained as demonstrated in Figure 7. The estimated available Ohio funds uncommitted (\$222,631,360 – \$26,250,000 for amendment 2 = \$196,381,360) exceeds the funds required for the amendment (\$19,324,000), therefore fiscal constraint is maintained.

**Figure 4
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 5
Regional Summary of Plan Expenditures (millions)**

| | Original Plan | Amendment 2 | Amendment 3 |
|------------------------------------|----------------|----------------|----------------|
| Operations & Maintenance | \$ 2511 | \$ 2511 | \$ 2511 |
| Roadway* | \$ 6299 | \$ 6299 | \$ 6311 |
| Bus and Rail Transit | \$ 767 | \$ 793 | \$ 800 |
| Intelligent Transportation Systems | \$ 66 | \$ 66 | \$ 66 |
| Freight | \$ 69 | \$ 69 | \$ 69 |
| Bicycle and Pedestrian | \$ 28 | \$ 28 | \$ 28 |
| TOTAL | \$ 9740 | \$ 9766 | \$ 9785 |

*Includes Brent Spence Bridge Replace/rehab.

Source: OKI.

**Figure 6
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 |

Revenues related to 3C not included in the OKI Regional Summary. These are considered new funds to the region.

**Figure 7
Demonstration of Fiscal Constraint
(Ohio portion of the region only)**

| | |
|--|-----------------|
| 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 |
| Net Change in cost for new projects in Amendment 3 | \$19,324,000 |
| Remaining available funds | \$177,057,360 |

TRANSPORTATION AIR QUALITY CONFORMITY

The following Figure 8 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", January 2010. The resulting emission estimates were used in the air quality conformity analysis for this Transportation Plan amendment. All projects included in this amendment are regionally significant and subject to transportation conformity requirements (non-exempt).

Figure 8
Amendment #3
Affected Projects and Changes to Transportation Networks

| ID | County | Facility | Description | Scope Change | Original AQ Analysis Year | Revised AQ Analysis Year |
|-----------|------------------|-------------------|--|--------------|---------------------------|--------------------------|
| LRP 626 | Hamilton, Butler | 3C Passenger Rail | Off-Model: No change to OKI transportation network | Add | NA | 2015 |
| LRP 679 | Hamilton | Kennedy Connector | Extend Kennedy Av to the south to the Madison Rd and Camberwell Rd intersection. New ramp from the connector to the Norwood Lateral and I-71 south | Add | NA | 2015 |
| 6-8001.10 | Boone | KY 237 | Reconstruct and widen from US 42 at Gun Powder to Woodcreek Drive (south section) | No | 2010 | 2015 |
| 6-8001.21 | Boone | KY 237 | Reconstruct and widen from Woodcreek Drive to Rogers Lane (middle section) | No | 2010 | 2015 |
| 6-8001.25 | Boone | KY 237 | Reconstruct and widen from Rogers Lane to KY 18 (north section) | No | 2010 | 2015 |
| 6-344.11 | Kenton | KY 16 | Reconstruct and widen from I-275 to south intersection of Old Taylor Mill Rd. | No | 2010 | 2015 |
| 6-344.21 | Kenton | KY 16 | Reconstruct and widen from Hands Pike to the south intersection of Old Taylor Mill Rd. | No | 2010 | 2015 |

BACKGROUND

The emissions analysis for the 3C passenger rail service is an “off-model” process whereby ODOT calculated vehicle miles traveled (VMT) reduction by county based on ridership estimates. Ridership estimates for the quick start service were produced by AECOM as part of a study for AMTRAK. The Ohio Statewide Travel Demand Model was used to facilitate the conversion of ridership levels to VMT reductions by county. Details of this methodology are included in the document “Ohio Hub Plan, Cleveland/Columbus/Dayton/Cincinnati (3-C) Corridor Passenger Rail Service Conformity Methodology”, and can be found in the appendix. Figure 9 shows ODOT’s estimated VMT reductions by county within the Ohio portion of the OKI region. No change in VMT is anticipated for counties outside of Ohio.

Figure 9
Reduction in Vehicle Miles Traveled by County with 3C Project

| <u>County</u> | <u>Daily VMT Reduction</u> |
|---------------|----------------------------|
| Clinton | 5,518 |
| Butler | 4,971 |
| Clermont | 1,101 |
| Hamilton | 10,221 |
| Warren | 13,292 |

The Kennedy Connector project was added to the OKI 2015, 2020 and 2030 transportation networks. The KY 237 widening project and the KY 16 widening project were removed from the 2010 network. Construction of these two Kentucky projects will not be completed in 2010.

AMENDED CONFORMITY DETERMINATION FOR THE OHIO AND INDIANA PORTION OF THE NONATTAINMENT AREA

OKI has determined that the recommended projects in this amended *OKI 2030 Regional Transportation Plan* are consistent with the air quality goals of SIP and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. Figure 10 shows the ozone conformity analysis years and tests performed for the Ohio and Indiana portion of the nonattainment area. OKI’s quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Figure 11. Clinton County, Ohio is part of the ozone nonattainment area and is included in the VOC and NO_x totals. The emissions from the Ohio counties of Butler, Clermont, Hamilton and Warren include the impact of lower vapor pressure gasoline (7.8 RVP) as a SIP commitment. PM2.5 conformity analysis years and tests are found in Figure 12. Figure 13 shows the quantitative conformity finding for annual PM2.5 and NO_x emissions in the Ohio portion of the PM2.5 nonattainment area. Annual PM2.5 and NO_x emissions in the Indiana portion of the PM2.5 nonattainment area are found in Figure 14. The complete technical documentation on this conformity analysis can be found in the document, “Air

Quality Conformity Determination for Amendment 3 to the OKI 2030 Regional Transportation Plan and the OKI FY 2008-2011 Transportation Improvement Program in the Cincinnati-Middletown-Wilmington OH-KY-IN, Combined Statistical Area for the National Air Quality Standards (NAAQS) – Technical Documentation", January 2010.

**Figure 10
Conformity Analysis Years and Tests for the Ohio and Indiana
Portion of the Nonattainment Area – Ozone**

| Analysis Year | Ozone Conformity Test | Which Requirement Fulfilled | Pollutants |
|---------------|-----------------------|-----------------------------|------------|
| 2008 | <=2008 Budget | Ozone budget year | VOC, NOx |
| 2010 | <=2008 Budget | Interim year | VOC, NOx |
| 2020 | <=2008 Budget | Interim year | VOC, NOx |
| 2030 | <=2008 Budget | Last year of Plan | VOC, NOx |

On December 14, 2009 Ohio submitted to U.S. EPA a request to redesignate the region to attainment of the 1997 8-hour ozone standard. Kentucky and Indiana are also submitting redesignation requests for their portion of the Cincinnati nonattainment area. The redesignation plans propose new motor vehicle emissions budgets for use in transportation conformity. U.S. EPA is in the process of determining if these budgets are adequate for use in transportation conformity and it is not certain if this adequacy finding will occur prior to federal approval of this amendment. The proposed 2015 and 2020 budgets for VOC and NO_x are shown in italics as part of the ozone conformity Figure 11 below.

**Figure 11
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio¹ and Indiana Portion² of the Nonattainment Area**

| | <u>2008</u> | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2030</u> |
|---|-------------|-------------|--------------|--------------|--------------|
| <i>Ohio/Indiana Proposed VOC Budget</i> | | | <i>31.73</i> | <i>28.82</i> | <i>28.82</i> |
| Ohio/Indiana VOC Budget | 46.00 | 46.00 | | 46.00 | 46.00 |
| Ohio/Indiana VOC Emissions | 40.92 | 38.39 | 27.72 | 24.96 | 23.18 |
| <i>Ohio/Indiana Proposed NOx Budget</i> | | | <i>49.00</i> | <i>34.39</i> | <i>34.39</i> |
| Ohio/Indiana NOx Budget | 91.36 | 91.36 | | 91.36 | 91.36 |
| Ohio/Indiana NOx Emissions | 89.96 | 75.20 | 42.66 | 30.03 | 23.61 |

¹Includes Clinton County

²Dearborn County emissions are for the nonattainment portion only

**Figure 12
Conformity Analysis Years and Tests for the Ohio
Portion of the Nonattainment Area – PM2.5**

| Analysis Year | PM2.5 Conformity Test | Which Requirement Fulfilled | Pollutants |
|---------------|-----------------------|---|-------------------|
| 2010 | <=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 13
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for
the Ohio Portion of the Nonattainment Area**

| | <u>2010</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 | 402.4 | 252.2 | 251.8 |
| | | | |
| Ohio Annual NOx 2002 Baseline | 38057.8 | 38057.8 | 38057.8 |
| Ohio Annual NOx Emissions | 24076.7 | 9583.1 | 7412.8 |

**Figure 14
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for
the Indiana Portion of the Nonattainment Area**

| | <u>2010</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 | 6.02 | 3.78 | 3.68 |
| | | | |
| Indiana Annual NOx 2002 Baseline | 571.28 | 571.28 | 571.28 |
| Indiana Annual NOx Emissions | 340.51 | 147.05 | 104.92 |

¹Dearborn County emissions are for the nonattainment portion only.

- VOC and NO_x emissions in the Ohio and Indiana portion of the ozone nonattainment area do not exceed the 2008 VOC or NO_x budget for the budget year 2008, the intermediate years 2010 and 2020, or the Plan year 2030. In addition, VOC and NO_x emissions in the Ohio and Indiana portion of the ozone nonattainment area do not exceed the proposed budgets in the pending redesignation request for the budget years 2015 and 2020, nor the Plan year 2030.
- Annual Direct PM2.5 and annual NO_x emissions in the Ohio and Indiana portion of the PM2.5 nonattainment area do not exceed the 2002 baseline emissions for the first analysis year 2010, 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 annual PM2.5 violation or exacerbate an existing violation in the years before 2010 for the Ohio and Indiana portion of the 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.

AMENDED CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION OF THE NONATTAINMENT 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 Kentucky SIP and the conformity requirements under the 8-hour ozone standard and the annual PM2.5 standard. Figure 15 shows the ozone conformity analysis years and tests performed for the Kentucky portion of the nonattainment area. OKI's quantitative conformity findings for ozone-forming emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) are found in Figure 16. The proposed 2015 and 2020 budgets for VOC and NO_x, from Kentucky's most recent ozone redesignation request, are shown Figure 16 in italics as part of the ozone conformity. PM2.5 conformity analysis years and tests are found in Figure 17. Figure 18 shows the quantitative conformity finding for annual PM2.5 emissions.

Figure 15
Conformity Analysis Years and Tests for the Kentucky Portion of the Nonattainment Area - Ozone

| Analysis Year | Ozone Conformity Test | Which Requirement Fulfilled | Pollutant |
|---------------|-----------------------|-----------------------------|-----------|
| 2008 | <=2008 budget | Budget year | VOC, NOx |
| 2010 | <=2008 budget | Interim year | VOC, NOx |
| 2020 | <=2008 budget | Interim year | VOC, NOx |
| 2030 | <=2008 budget | Last year of Plan | VOC, NOx |

Figure 16
Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Nonattainment Area

| | <u>2008</u> | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2030</u> |
|--|-------------|-------------|-------------|-------------|-------------|
| <i>N. Kentucky Proposed VOC Budget</i> | | | 9.76 | 10.07 | 10.07 |
| N. Kentucky VOC Budget | 9.91 | 9.91 | | 9.91 | 9.91 |
| N. Kentucky VOC Emissions | 9.91 | 9.83 | 7.93 | 7.18 | 7.25 |
| | | | | | |
| <i>N. Kentucky Proposed NOx Budget</i> | | | 14.40 | 13.27 | 13.27 |
| N. Kentucky NOx Budget | 21.36 | 21.36 | | 21.36 | 21.36 |
| N. Kentucky NOx Emissions | 21.28 | 18.68 | 11.50 | 8.36 | 6.37 |

Table 17
Conformity Analysis Years and Tests for the Kentucky Portion of the Nonattainment Area – PM2.5

| Analysis Year | PM2.5 Conformity Test | Which Requirement Fulfilled | Pollutants |
|---------------|-----------------------|--|-------------------|
| 2010 | <=2002 Baseline | 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 |

Table 18
Quantitative Conformity Findings of PM2.5 Emissions (tons per year) for the Kentucky Portion of the Nonattainment Area

| | <u>2010</u> | <u>2020</u> | <u>2030</u> |
|---|-------------|-------------|-------------|
| N. Kentucky Direct PM2.5 2002 Annual Baseline | 164.68 | 164.68 | 164.68 |
| N. Kentucky Direct PM2.5 Annual Emissions | 106.94 | 70.50 | 73.53 |
| | | | |
| N. Kentucky Annual NOx 2002 Baseline | 9509.84 | 9509.84 | 9509.84 |
| N. Kentucky Annual NOx Emissions | 6359.79 | 2840.75 | 2165.74 |

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 January 14, 2010 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. The public and interested individuals were also provided an opportunity to comment at a public hearing held at OKI on January 11, 2010.

Through a qualitative evaluation, it is determined that the changes included in this *Amendment 3 – 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.