

# KENTUCKY

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2021-2024

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### ADMINISTRATIVE MODIFICATION #2021.045

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#### I. Proposed Action:

Modify the FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include Amendment #10 to the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) FY 2021-2024 Transportation Improvement Program (TIP).

#### Location:

Cincinnati-Northern Kentucky Metropolitan Planning Organization Area

#### II. Scope of Activity:

See the attachments for detail information.

#### III. Additional Remarks:

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2022 "fiscal constraint" recalculations.

#### IV. Administrative Modification Approval:

Modification Recommended for Approval:

Jill Lamb for Ron Rigney      2/16/22  
Kentucky Transportation Cabinet      Date  
Ronald B. Rigney, Director  
Division of Program Management

Approval of Modification:

JOHN D BALLANTYNE      Digitally signed by JOHN D  
BALLANTYNE  
Date: 2022.02.17 14:13:03 -05'00'  
Federal Highway Administration      Date

BERNADETTE S  
DUPONT      Digitally signed by BERNADETTE S  
DUPONT  
Date: 2022.02.16 15:02:11 -05'00'

Recommended by      Date

RESOLUTION

OF BOARD OF DIRECTORS OF THE  
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS

CONCERNING AMENDMENT 2 OF THE OKI 2050 METROPOLITAN TRANSPORTATION PLAN AND  
AMENDMENT 10 OF THE OKI FISCAL YEARS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, OKI has adopted a regional transportation plan that was developed through public participation and coordination with local and state governments as part of the transportation planning process; and

WHEREAS, the Plan, entitled *OKI 2050 Metropolitan Transportation Plan* was adopted by OKI's Board of Directors on June 11, 2020; and

WHEREAS, the TIP, entitled *OKI FY2021-2024 Transportation Improvement Program* was adopted by OKI's Board of Directors on April 9, 2020; and

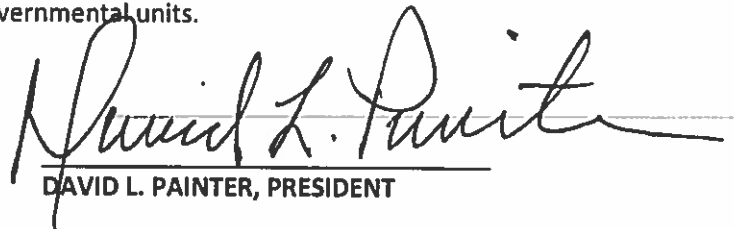
WHEREAS, the Plan and TIP are amended to accommodate specific project additions, changes to project scope, timing and cost, and other changes as identified in the attached exhibits; and

WHEREAS, the OKI region includes an ozone nonattainment and maintenance area that is subject to transportation conformity rules; and

WHEREAS, the amended *OKI 2050 Metropolitan Transportation Plan* and amended *FY 2021-2024 OKI Transportation Improvement Program* include projects that are subject to transportation conformity rules and a new regional emissions analysis has been conducted, and OKI has engaged in interagency consultation with federal, state and local partners, including the U.S. Department of Transportation, and those partners have concurred with the methodology used by OKI to determine conformity; and

WHEREAS, OKI has determined that the amended Plan and TIP conform to all applicable U.S. Environmental Protection Agency (EPA) approved State Implementation Plans for air quality consistent with the region's air quality goals, is fiscally constrained, and meets federal planning requirements; Now, therefore,

**BE IT RESOLVED**, that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of January 13, 2022 adopts *Amendment 2 of the OKI 2050 Metropolitan Transportation Plan* and *Amendment 10 of the FY2021-2024 TIP* and recommends that its members incorporate the amended plan recommendations into planning and implementation of transportation improvements for their respective governmental units.

  
DAVID L. PAINTER, PRESIDENT

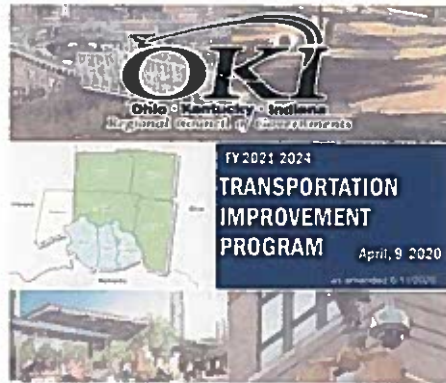
**Amendment 2**

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

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&

**Amendment #10**



**January 13, 2022**

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

## Acknowledgments

**Title** Amendment 2 - OKI 2050 Metropolitan Transportation Plan and FY21 – 24 TIP Amendment #10

**Date** January 13, 2022

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**Agency** Ohio-Kentucky-Indiana Regional Council of Governments  
Mark R. Policinski, CEO/Executive Director

**Project Manager** Robert W. Koehler, P.E.

**Participants** Andrew Reser, AICP  
Liren Zhou, PhD  
Ting Zuo, PhD  
Brett Porter, AICP  
Regina Fields

*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, the Indiana 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 metropolitan transportation plan and Transportation Improvement Program (TIP) 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. The FY2021-24 TIP was adopted April 9, 2020.

These amendments are undertaken primarily to incorporate and account for projects that received Ohio Transportation Review Advisory Committee (TRAC) funds in September 2021. These funds allow the continuation of the project development process of existing Plan projects and the addition of an additional project not currently in the Plan. These changes trigger the requirement for a new regional emissions analysis, and a new finding of conformity.

In summary the following changes are included in this action:

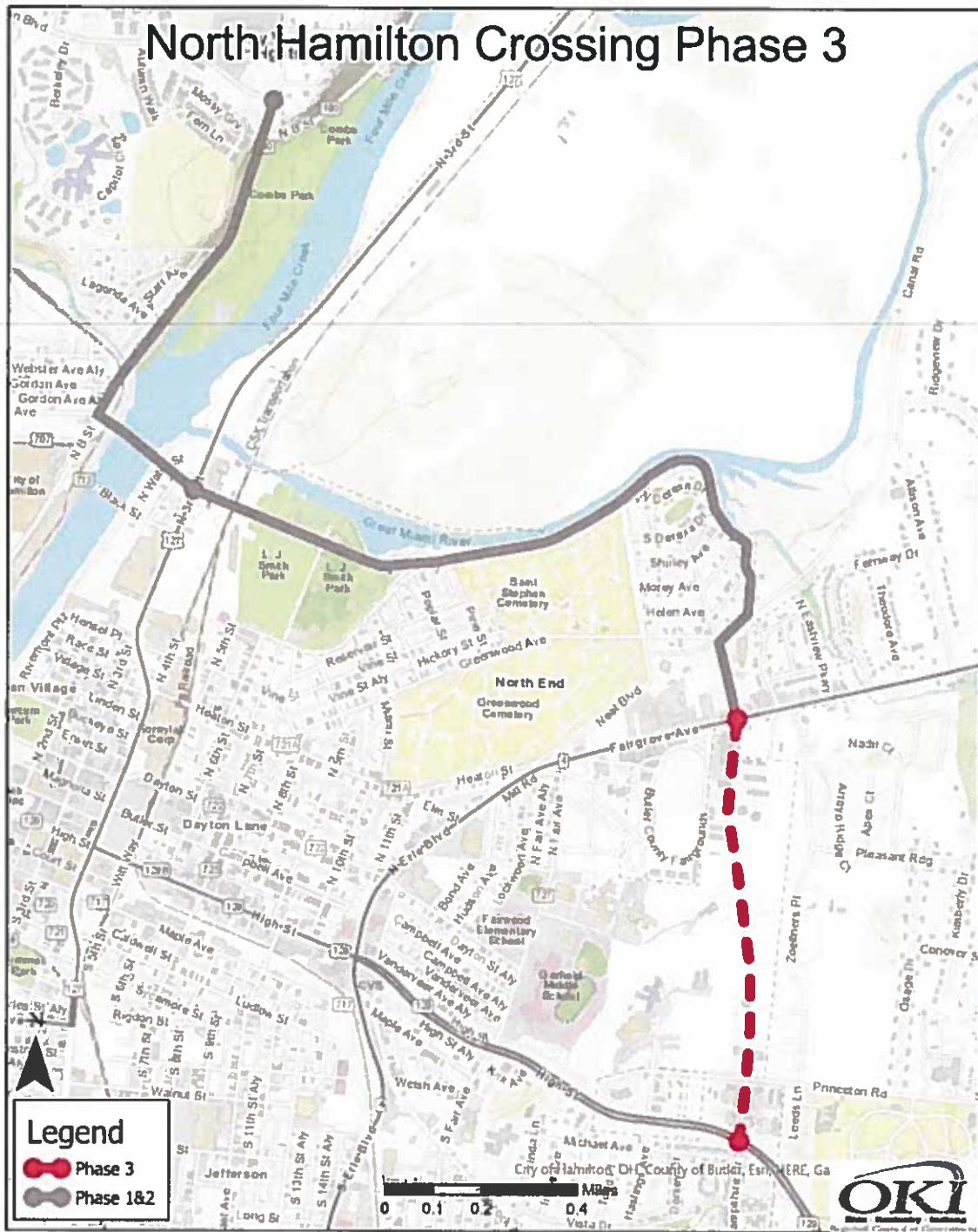
### Plan Amendment 2

- Add North Hamilton Crossing Phase 3. (See Figure 1)
- Adjust construction costs for projects impacted by changes in year of construction and demonstrate fiscal constraint. (Refer to Figure 2)
- Adjust air quality analysis year for projects impacted by changes in year of construction and demonstrate air quality conformity. (Refer to Figure 2)

### TIP Amendment #10

- Add PE phase for North Hamilton Crossing to the TIP (PID 115755)
- Add PE phase for I-75/Milliken interchange to the TIP (PID 113647)
- Move non-exempt SR 32 project from Plan (Plan #9930) to TIP (PID 115976). This project involves multiple elements in the Village of Newtown. Create 2 SB left turn lanes at Round Bottom, widen SR 32 to provide 2 receiving lanes w/ new lane ending as RTL at Little Dry Run. Add shared use path.
- Add Construction phase for SR 63 widening (PID 112121)
- Revise the AQ analysis year for non-exempt project 6-80000 (Plan #9903). This project widens KY 237 from KY 536 to US 42. Revised cost estimate provided by KYTC.
- Details on TIP changes are shown in Figure 3.

Figure 1 – Plan Amend 2



Note: Preliminary Study Corridors - Not to be used to determine individual physical impacts

11/19/21

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Following is a summary of all the recommended changes to the Plan. Projects in the table have received funding to advance the project development schedule and/or construction phases. These changes require inclusion in the TIP and in several cases a change to the timing. These timing changes trigger the need for an updated emissions (conformity) analysis and fiscal constraint analysis.

**FIGURE 2 – PROPOSED PLAN & CONFORMITY CHANGES**

PID	Plan #	County	Facility	Location	Description	Plan YOES	Amended YOES	Plan	TIP	AQ Network
115755	9637	Butler	North Hamilton Crossing Phase 3	SR 4 to SR 129	Connection between SR 4 and SR 129	\$ 33.37	\$ 26.07	Add	Add. TRAC \$	2040
115755	9636	Butler	North Hamilton Crossing Phase 2	US 127 to SR 4	New bridge and connection between US 127 and SR 4	\$ 31.86	\$ 24.89	In	Add. TRAC \$	2030 (Δ from 2040)
115755	9635	Butler	North Hamilton Crossing Phase 1	NW Washington Blvd to US 127	New bridge and connection of NW Washington Blvd/West Elkton Rd to US 127	\$ 72.41	\$ 56.57	In	Add. TRAC \$	2030 (Δ from 2040)
113647	9965	Butler	I-75	New interchange at Millikin Rd	New interchange & widening of Milliken Rd from Cin-Day to Butler-Warren Rd	\$ 115.76	\$ 115.76	In	Add. TRAC \$	2040 (Δ from 2050)
115417	9956	Hamilton	I-275 Smart Lane	US-42 to SR-28	TSMO Corridor 12R - Smart lane from US-42 to SR-28, including widening of bridge over Little Miami River	\$ 80.67	\$ 100.80	In	Add. Design \$	2030 (Δ from 2040)
112121	9962	Warren	SR 63	Union Rd to SR 741	Widen SR-63 by one lane in each direction	\$ 23.77	\$ 23.77	In	Add CON\$	2030
<b>OH Total</b>						<b>\$ 334.08</b>	<b>\$ 324.09</b>			
6-80000	9903	Boone	KY 237 Gunpowder Rd	US-42 to KY 536	Widen from 2 to 4 lanes	\$ 69.54	\$ 36.16	In. Revise YOE	In	2030 (Δ from 2050)
6-80102	9892	Boone	KY 3060 Frogtown Rd	US 42 to US 25	Improve geometric deficiencies. Add center turn lane.	\$ 86.57	\$ 67.62	In. Revise YOE	In	Exempt
<b>KY Total</b>						<b>\$ 156.11</b>	<b>\$ 103.78</b>			

Figure 3 -

Amendment #10 January 13, 2022

TIP ID	MTP ID	Facility	Location	Description	AQ conformity	Sponsor	Award/ Let Date	Programmed costs		
								Fund Type	Phase	FY 21

Ohio

Butler County

113647	9965	BUT IR 75 8.50	In the area of I-75 & Millikin Road in Liberty Twp	Evaluate and implement transportation improvements including new full I-75 interchange in the vicinity of Millikin Rd and associated I-75 widening	Non-exempt	ODOT	UNSC							
								Federal Major New	PE	0	800,000	0	0	0
								State Major New	PE	0	200,000	0	0	0
								State-J&C	PE	0	37,500	0	0	0
								Local	PE	0	112,500	0	0	0
								Uncommitted	CO	0	0	0	0	77,040,000

Add Project

115755	9635	BUT North Hamilton Crossing	North side of Hamilton, crossing Great Miami River in area between SR 129 and N of Black St Bridge	New east-west route connecting NW Washington Blvd, US 127, SR 4 and SR 129 (Phases 1,2&3)	Non-exempt	Butler County TID	UNSC							
								Federal Major New	PE-ENV	0	400,000	0	0	0
								State	PE-ENV	0	241,440	0	0	0
								Local	PE-ENV	0	1,500,000	0	0	0
								Federal Major New	PE-DD	0	0	1,500,000	0	0
								Local	PE-DD	0	0	1,500,000	0	0
								State	PE-DD	0	0	24,960	0	0
								Uncommitted	RW	0	0	0	0	60,000
								Uncommitted	CO	0	0	0	0	34,240,000

Add Project

Hamilton County

115417	9956	HAM IR 275 28.69	IR 275 from US 42 to SR 28	Implement Smart Lane by installing DMS and variable speed limit signs EB from US42 to SR28 & WB from SR28 to Loveland-Madeira. Identify capacity improvements at I-75 interchange.	Non-exempt	ODOT	UNSC							
								Federal Major New	PE-ENV	0	2,800,000	0	0	0
								State	PE-ENV	0	700,000	0	0	0
								Uncommitted	PE-DD	0	0	0	0	750,000
								Uncommitted	RW	0	0	0	0	150,000
								Uncommitted	CO	0	0	0	0	69,570,000

Add Project

115976	9930	HAM SR 32 4.34	From west of Round Bottom Road to the eastern Newtown corp. limit	Create 2 SB left turn lanes at Round Bottom, widen SR32 to provide 2 receiving lanes w/ new lane ending as RTL at Little Dry Run. Widen for TWLTL along SR32 from Little Dry Run. Add shared use path.	Non-Exempt	ODOT	UNSC							
								Federal Major New	PE-ENV	0	771,901	0	0	0
								State	PE-ENV	0	334,415	0	0	0
								Federal Major New	PE-DD	0	0	790,964	0	0
								State	PE-DD	0	0	216,461	0	0
								Uncommitted	RW	0	0	0	0	2,085,000
								Uncommitted	CO	0	0	0	0	10,753,500

Add Project

Warren County

112121	9962	WAR SR63 0.83	Between Union Road and east of the SR 741 intersection	Widening of SR 63	Non-exempt	WCEO	FY24							
								State	PE-ENV	20,887	0	0	0	0
								Local	PE-DD	0	2,000,000	0	0	0
								Federal Major New	RW	0	4,000,000	0	0	0
								State	RW	0	1,000,000	0	0	0
								Local	RW	0	1,500,000	0	0	0
								Federal Major New	CO	0	0	0	7,000,000	0
								Local	CO	0	0	0	20,017,500	0

Add Construction phase



TIP ID	MTP ID	Facility	Location	Description	AQ conformity				Sponsor	Award/ Let Date
					Programmed costs					
			Fund Type	Phase	FY 21	FY 22	FY 23	FY 24	FUTR	

**Kentucky**

**Boone County**

6-80000	9903	KY 237 (Gunpowder Rd)	KY 536 to US 42	Reconstruction and major widening	Non-Exempt	KYTC	UNSC		
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Change scope to include widening and change AQ status from exempt to non-exempt

	SPP	D	FY 21	FY 22	FY 23	FY 24	FUTR
	Uncommitted	RW	0	2,080,000	0	0	0
	Uncommitted	UT	0	0	0	0	9,270,000
	Uncommitted	CO	0	0	0	0	3,380,000
			0	0	0	0	22,780,000

## 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 Metropolitan Transportation Plan. A copy of the Plan and FY21-24 TIP are available at <https://www.oki.org/>.

**Figure 4 - OKI 2050 Metropolitan Transportation Plan Fiscal Constraint - Amend 2**

	Annual	Plan Period Total	FY2021-2024 TIP	Available for
	Amount	2.0%		Plan (2025-2050)
<b>Ohio</b>				
Roadway Capacity	\$99,703,720	\$4,064,188,924	\$399,706,039	\$3,664,482,885
Roadway Maintenance	\$122,630,248	\$4,752,745,889	\$473,249,676	\$4,279,496,213
TSMO	\$3,919,611	\$151,911,264	\$104,067,553	\$47,843,711
Non- roadway	\$7,453,600	\$288,877,077	\$50,285,177	\$238,591,900
Transit Capital	\$23,023,519	\$892,316,025	\$250,403,292	\$641,912,733
Transit Operating	\$45,149,085	\$1,749,830,329	\$551,313,779	\$1,198,516,550
<b>Total</b>	<b>\$301,879,783</b>	<b>\$11,899,869,507</b>	<b>\$1,829,025,516</b>	<b>\$10,070,843,991</b>
Discretionary Available				\$4,592,831,229
Plan Project Cost incl Amend 1				\$4,280,840,000
Balance with Amendment 1				\$311,991,229
Net Cost of Amend 2 projects*				-\$10
Balance with Amendment 2				\$311,991,239
<b>Kentucky</b>				
Roadway Capacity	\$62,677,662	\$2,529,180,467	\$155,055,000	\$2,374,125,467
Roadway Maintenance	\$30,312,470	\$1,174,811,823	\$168,176,172	\$1,006,635,651
TSMO	\$41,785,108	\$1,619,453,644	\$54,330,530	\$1,565,123,114
Non- roadway	\$3,454,670	\$133,891,670	\$13,457,131	\$120,434,539
Transit Capital	\$6,964,200	\$269,909,533	\$28,281,010	\$241,628,523
Transit Operating	\$22,240,443	\$861,966,569	\$88,281,772	\$773,684,797
<b>Total</b>	<b>\$167,434,553</b>	<b>\$6,589,213,705</b>	<b>\$507,581,615</b>	<b>\$6,081,632,090</b>
Discretionary Available				\$4,301,311,642
Plan Project Cost incl Amend 1				\$4,082,330,000
Balance with Amendment 1				\$218,981,642
Net Cost of Amend 2 projects*				-\$52
Balance with Amendment 2				\$218,981,695
<b>Indiana</b>				
Roadway Capacity	\$1,182,524	\$65,830,745	\$0	\$65,830,745
Roadway Maintenance	\$7,686,405	\$297,899,844	\$92,643,960	\$190,255,884
TSMO	\$788,349	\$30,553,830	\$2,132,590	\$38,421,240
Non- roadway	\$197,087	\$7,638,458	\$0	\$12,638,458
Transit Capital	\$0	\$0	\$0	\$0
Transit Operating	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$9,854,366</b>	<b>\$401,922,876</b>	<b>\$82,446,355</b>	<b>\$307,146,326</b>
Discretionary Available				\$116,890,443
Plan Project Cost incl Amend 1				\$97,692,000
Balance with Amendment 1				\$19,198,443
Net Cost of Amend 2 projects*				\$0
Balance with Amendment 2				\$19,198,443
<b>Total Regional Discretionary</b>				<b>\$9,011,033,314</b>
<b>Total Plan</b>		<b>\$18,891,006,088</b>	<b>\$2,419,053,486</b>	<b>\$16,471,952,602</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 2 to the *OKI 2050 Metropolitan Transportation Plan* and its short range component, the *OKI FY2021-2024 Transportation Improvement Program (TIP)* are 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 *FY2021-2024 TIP* 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 2 to the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* involves the addition of one non-exempt project, NHX Phase 3, to the *OKI Metropolitan Transportation Plan* and moving of NHX Phases 1 and 2 from the *OKI Metropolitan Transportation Plan* to the *OKI FY2021-2024 TIP*.

OKI determined that the projects in the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* as well as Amendment 2 were consistent with the air quality goals of the SIP and the conformity requirements under the 8-hour ozone standard. Amendment 2 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 portion of the ozone maintenance area are found in Table 1 and the quantitative conformity findings for the Kentucky portion are found in Table 2.

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 FY2021-24 Transportation Improvement Program for the Cincinnati-Hamilton OH-KY-IN, Area for National Ambient Air Quality Standards (NAAQS) – Technical Documentation*.

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

OKI has determined that the projects in Amendment 2 of the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* 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 Ohio and Indiana portion of the ozone maintenance area remain unchanged between the previous and Amendment 2 conformity findings.

Table 1 – Amendment 2 Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Ohio\* and Indiana\*\* Portion of the Maintenance Area – 2008 and 2015 Ozone Standards

	<u>2020</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	14.09	7.27	5.87	5.56
Ohio/Indiana NO <sub>x</sub> Budget	30.79	16.22	16.22	16.22
Ohio/Indiana NO <sub>x</sub> Emissions	23.42	10.71	8.86	8.87
<i>*Includes the Counties of Butler, Clermont, Clinton, Hamilton, and Warren in Ohio.</i>				
<i>**Includes Lawrenceburg Township, Dearborn County, Indiana.</i>				

- VOC and NO<sub>x</sub> emissions in the Ohio and Indiana portion of the ozone maintenance area do not exceed the VOC or NO<sub>x</sub> budgets for the budget years 2020 and 2030, the interim year 2040, or the Plan year 2050.
- OKI qualitatively finds no factors in Amendment 2 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* that would cause or contribute to a new daily ozone violation or exacerbate an existing violation in the years before 2020 for the Ohio and Indiana portion of the nonattainment area.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in Amendment 2 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* contradict in a negative manner any specific requirements or commitments of the applicable state implementation plan.
- The applicable implementation plans do not contain any transportation control measures (TCM's), therefore; nothing in Amendment 2 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* can interfere with their timely implementation.

**CONFORMITY DETERMINATION FOR THE KENTUCKY PORTION  
OF THE MAINTENANCE AREA**

OKI has determined that the projects in Amendment 2 of the *OKI Metropolitan Transportation Plan* and *FY2021-2024 TIP* 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 Kentucky portion of the ozone maintenance area remain unchanged between the previous and Amendment 1 conformity findings.

Table 2 – Amendment 2 Quantitative Conformity Findings of Ozone-forming Emissions (tons per day) for the Kentucky Portion of the Maintenance Area – 2008 and 2015 Ozone Standards (partial counties)

	<u>2020</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	3.36	1.52	1.23	1.25
N. Kentucky NO <sub>x</sub> Budget	9.03	5.19	5.19	5.19
N. Kentucky NO <sub>x</sub> Emissions	5.55	2.24	1.64	1.75
<i>*Includes portions of Boone, Campbell, and Kenton Counties in Kentucky.</i>				

- For the 2008 and 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 budget years 2020 and 2030, the interim year 2040, or the Plan year 2050.
- For the 1997 ozone nonattainment “orphan” area in Northern Kentucky, OKI qualitatively finds that Amendment 2 of the *OKI 2050 Metropolitan Transportation Plan and the FY 2021-2024 TIP* meet all conformity requirements.
- OKI qualitatively finds that no goals, directives, recommendations or projects identified in Amendment 2 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* 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 Amendment 2 of the *OKI Metropolitan Transportation Plan* or *FY2021-2024 TIP* 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 December 17, 2021. This document, in draft form, was distributed via email.

The *Amendment 2 - OKI 2050 Metropolitan Transportation Plan* was developed with attention to public involvement in accordance with the *OKI Participation Plan, January 2018*. Notice of the availability of the draft documents, the announcement of the public comment period and the January 10, 2021 public meeting were published in several local newspapers. Beginning, December 17, 2021 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 were reported to the OKI Executive Committee on January 13, 2022.

Comments on this Draft document or the conformity report may be submitted to Regina Fields, [rfields@oki.org](mailto:rfields@oki.org), by COB January 12, 2022.

Interagency comments:

Public comments: