



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., March 28, 2019

KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

Bullitt

1. *Call to Order, Welcome, Introductions*

Henry

2. *February 28, 2019 TPC Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**

Jefferson

3. *Public Comment Period*

Oldham

Shelby

4. *Public Meeting Report* – Staff will report on public involvement activities.

Spencer

5. *Proposed Amendments to the Horizon 2035 Metropolitan Transportation Plan and the FY 2018-2021 Transportation Improvement Program* – Staff will present information regarding proposed amendments, which will include documentation for the performance measures PM 2: Asset Management and PM 3: System Performance (see enclosed). **Action is requested.**

Trimble

Indiana
Member
Counties

6. *Participation Plan Update* – Staff will discuss the proposed process for the upcoming review and update of the *Participation Plan*,

Clark

7. *SHIFT Project Sponsorship* – Recommended priorities will be presented for consideration in the sponsorship of projects for the KYTC *Strategic Highway Investment Formula for Tomorrow (SHIFT)* process (see enclosed). **Action is requested.**

Floyd

8. *FY 2018 - FY 2021 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).

Equal
Opportunity
Employer

9. *Other Business*

8. *Adjourn*



**Auxiliary aids/services are
available when requested
three (3) business days in
advance.**

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**See
[http://www.ridetarc.org
/tripplan/](http://www.ridetarc.org/tripplan/)
for TARC service**

**MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
February 28, 2019, 12:30 p.m.
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Call to Order

J. Byron Chapman, Chair, called the meeting to order at 12:35 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Aida Copic, TARC, made a motion to approve the minutes from the January 24 meeting. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Meeting Report

Larry Chaney, KIPDA staff, reported on recent public involvement activities.

Regional Freight Mobility Study

Elizabeth Farc (KIPDA staff) and Keith Bucklew (HDR) discussed details of the Final Draft of the study. There was discussion. **Bill Dieruf, City of Jeffersontown, made a motion to approve the Final Draft of the study. Keith Griffiee, Bullitt County, seconded the motion and it carried with a unanimous vote.**

Census Participant Statistical Area Program (PSAP)

Andy Rush, KIPDA staff, discussed KIPDA's role in the U.S. Census Bureau program that allows local involvement in the review and update of selected statistical area boundaries. No action was required.

Performance Management Update

Andy Rush, KIPDA staff, provided information concerning the upcoming compliance deadline for establishing safety performance targets for the region and discussed suggested targets. There was discussion.

Bill Dieruf, City of Jeffersontown, made a motion to approve the suggested targets. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

Bill Dieruf, City of Jeffersontown, made a motion to include the suggested targets in the Performance Management Plan. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

FY 2018- FY 2021 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

Transportation Technical Coordinating Committee 2019 Officers

Bill Dieruf, City of Jeffersontown, made a motion to ratify the election of Jim Urban (Oldham County Planning Commission) as Chair and Justin Tackett (Floyd County) as Vice Chair for 2019. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

Other Business

Nick Vail, KIPDA staff, reminded the committee that March 1 is the final deadline for Kentucky project sponsors to submit cost increase applications for projects with dedicated funding.

Kevin Baity, Town of Clarksville, asked Larry Chaney, KIPDA staff, what process should be followed to reimplement the US 311 Corridor study to seek funding for improvements to US 311 to accommodate new housing developments, two new intersections and increased capacity on an existing intersection. Mr. Chaney indicated that Clarksville should make reference to the study as they are making decisions on local development.

Adjournment

The meeting was adjourned at 1:37 p.m.

Larry D. Chaney
Recording Secretary

Members Present:

Keith Griffie (Vice Chair)	Bullitt County
Bill Dieruf	City of Jeffersontown
Bernie Bowling	City of St. Matthews
Brian Dixon	Clark County
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Thomas Witt	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
Dirk Gowin	Louisville Metro Government
Kevin Nuss	Oldham County
Aida Copic	TARC
Kevin Baity	Town of Clarksville

Members Absent:

Robert Hall	City of Charlestown
Mike Moore	City of Jeffersonville
Jeff Gahan	City of New Albany
Beverly Chester-Burton	City of Shively
*Tommy Dupree	Federal Aviation Administration – Memphis
*Antonio Johnson	Federal Highway Administration – Indiana
*Eric Rothermel	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Don Lopp	Floyd County
Joe McGuinness	Indiana Department of Transportation
*Emily Liu	Louisville Metro Planning & Design
James Welch	Louisville Regional Airport Authority
Michael Browder	U.S. Dept. of Housing & Urban Development

Others Present:

Felicia Harper	Bullitt County
Owen Taylor	City of Fox Chase

Agenda Item #2

Jim Bohannon	City of Hillview
Matt Meunier	City of Jeffersonton
Bert Stocker	Fisherville Area Neighborhood Association
Isaac Myers	Kentucky Department for Local Government
Deana Karem	Greater Louisville Inc.
Keith Bucklew	HDR
Shawn Dikes	HDR
Rob Frazier	HDR
Tonya Higdon	Kentucky Transportation Cabinet
David Burton	KIPDA
Larry Chaney	KIPDA
Elizabeth Farc	KIPDA
Jarrett Halley	KIPDA
Andy Rush	KIPDA
Nick Vail	KIPDA
Nicole George	Louisville Metro Council
Gad Niyiragira	Louisville Metro Council
Michael King	Louisville Metro Government
Gretchen Milliken	Louisville Metro Government
Amy Williams	Taylor Siefker Williams
Vince Robison	TRIMARC
Karen McShane	U.S. Census Bureau

* Denotes Advisory Members



MEMORANDUM

TO: Transportation Policy Committee

FROM: Amanda Deatherage

DATE: March 20, 2019

SUBJECT: Incorporate Performance-Based Planning and Programming into the Horizon 2035 Metropolitan Transportation Plan (MTP) and the FY 2018 – 2021 Transportation Improvement Program (TIP)
Amendment 11 of the Horizon 2035 MTP
Amendment 4 of the FY 2018 – 2021 TIP

KIPDA is proposing an amendment to the *Horizon 2035 Metropolitan Transportation Plan* (MTP) and the *FY 2018 – FY 2021 Transportation Improvement Program (TIP)*. Attached, you will find the proposed project amendments to the MTP and the TIP, a narrative amendment that discusses how these planning documents incorporate performance-based planning and programming requirements, a summary of staff's communication with the Interagency Consultation Group regarding the projects, and documentation from a public meeting that was held to solicit comments on these proposed changes.

The projects proposed for amendment to the FY 2018 – 2021 TIP are either currently included in, or are proposed for amendment to, the Horizon 2035 MTP. The project changes are considered exempt, therefore no air quality analysis was required.

In addition to the project changes, both amendments include performance-based planning and programming documentation on *PM 2: Asset Management* and *PM 3: System Performance*. These targets were approved by TPC in October 2018 and are now being incorporated into the MTP and TIP narratives.

The proposed project changes were available for public review from February 18, 2019 through March 4, 2019, at public libraries and on the KIPDA website. A public meeting was held on February 19, 2019, at the Southwest Regional Library, 9725 Dixie Highway, Louisville, KY 40272. One comment was received at the meeting, but it did not pertain to these amendments.

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Action is requested to approve an update of the narratives of the Horizon 2035 MTP and FY 2018 – 2021 TIP to include language on performance-based planning and programming.

Action is requested to approve Amendment 11 of the Horizon 2035 MTP.

Action is requested to approve Amendment 4 of the FY 2018 – 2021 TIP.



Amendments for FY 2018-2021 Transportation Improvement Program and Horizon 2035 Metropolitan Transportation Plan Open House

February 19, 2019

4:30-6:00 p.m.

Southwest Regional Library

1. Carolyn R. Belmar
2. Robin Whitehouse
3. _____
4. _____
5. _____
6. _____
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8. _____
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10. _____
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17. _____
18. _____
19. _____

KIPDA

Kentuckiana Regional Planning
and Development Agency

KIPDA Public Comment Reporting Form

Date Received: 2/19/19

Received By: _____

Name: Carolyn R. Belmar

Address: ~~South Cane Run~~ 4410 Raven Ridge Dr.

E-Mail: _____

Phone: _____

Affiliation (if any): _____

Comment:

Do not use Dixie for long stretches due
will not turn off onto business library etc.
horrible travel flow at upper Hunter
Travel flow is horrible with the lights
sequence.
TARC Service is not available for
the time and route needs for work
and church Wed + Sunday
Will not walk on Dixie due to sidewalk
issue
Due to traffic flow may have set
at a light for two or more cycles.

Amendment 11 of Horizon 2035 Metropolitan Transportation Plan
Amendment 4 of FY 2018 - FY 2021 Transportation Improvement Program
Tentatively Scheduled For March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis	Change to TIP	Funding Source
KENTUCKY PROJECTS									
Jeffersontown	Jefferson	2212, Parent ID: 1643	5-3204.00	Olmsted Stone Arch Bridge Rehab & Trail Project Phase 2	Rehabilitate the Olmsted Stone Arch Bridge and construct Phase 2 of the Veterans Memorial Park Bicycle & Pedestrian Trail.	No change	Exempt	Add to TIP, Open to Public date 2019, and remove reference to KIPDA ID 1643 Various Bridge Projects as its parent project.	
INDIANA PROJECTS									
INDOT	Clark, Floyd	New, Parent ID: 1596	1802826	Statewide On Call Consultant Review	Statewide On Call Consultant Review includes various road and bridge projects.	No change	Exempt	Add to TIP Ongoing Project, No Open to Public Date	
								Program Preliminary Engineering in FY 2020: \$1,680,000 (Federal) \$420,000 (Other) \$2,100,000 (Total Cost)	STP-ST
								Program Preliminary Engineering in FY 2021: \$1,680,000 (Federal) \$420,000 (Other) \$2,100,000 (Total Cost)	STP-ST



MEMORANDUM

TO: Public and Community Stakeholders

FROM: Amanda Deatherage

DATE: January 31, 2019

SUBJECT: Amendments of the Horizon 2035 Metropolitan Transportation Plan (MTP) and the Fiscal Year 2018 –2021 Transportation Improvement Program (TIP)

Per MAP-21 and FAST Act, specifically federal regulation [23 USC 150\(b\)](#), KIPDA must transition to a more formalized performance-based approach to planning and programming within the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The MTP reflects all surface transportation investments through the year 2035 and the TIP is a short-range fiscal programming document that represents the first four years of the MTP. The requirement to transition to a performance-based planning and programming process is set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

FHWA requires the MPO to set targets on performance measures relating to:

- Safety (PM 1)
- Asset Management and Maintenance (PM 2)
- System Performance and Congestion (PM 3)

FTA requires the MPO to set targets on performance measures relating to:

- Transit facility and vehicle conditions that are also reported in TARC's (Transit Authority of River City) Transit Asset Management Plan.
- Public Transportation Safety Plan

With these amendments, the Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) is intending to comply with the requirement to incorporate targets for the FHWA performance measures PM 2: Asset Management and PM 3: System Performance (required after May 20, 2019) into the metropolitan transportation planning process. In addition to the federally-required performance measures, the MPO has established other performance measures relating to the goals and objectives of the MTP. For further information on all of KIPDA's performance measures, please refer to KIPDA's [Performance Management Plan](#).

Performance-Based Planning and Programming

Per federal regulation [23 USC 150\(b\)](#), MPOs must take a performance-based approach to planning and programming by incorporating Federal Transit Administration (FTA) performance measures and PM 1, PM 2, and PM 3 issued by the Federal Highway Administration (FHWA).

The Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) intends to incorporate into the metropolitan transportation planning process the National Performance Measures and Planning Factors as defined by MAP-21, the *Moving Ahead for Progress in the 21st Century Act* and continued with the FAST Act, *Fixing America's Surface Transportation Act*. In cooperation with regional and state planning partners, targets have been (and will continue to be) established for the FTA and FHWA performance measures.

[KIPDA's Performance Management Plan \(PMP\)](#) outlines the federally-required performance measures, both FHWA-required and FTA-required. At the discretion of KIPDA's Transportation Policy Committee (TPC), KIPDA has also included MPO-developed performance measures in addition to what is federally-required. The PMP details all of the baseline data, historical data, performance targets, and target-setting methodology for all performance measures. The PMP is updated when new data is made available, when performance targets are established, and when progress made towards achieving the targets is reported.

Performance management is integrated into a variety of transportation planning activities, including:

- The Planning Process [Memorandum of Agreement](#) (MOA) by and between KIPDA, INDOT, KYTC, and Transit Authority of River City (TARC) that details KIPDA's metropolitan transportation planning effort, coordination responsibilities, and the creation of this PMP.
- [Unified Planning Work Program](#) (UPWP)
- [Metropolitan Transportation Plan](#) (MTP)
- [Transportation Improvement Program](#) (TIP) and the Project Management Processes for both [Kentucky](#) and [Indiana](#)
- [Congestion Management Process](#) (CMP)
- [Participation Plan](#)
- Freight Mobility Study
- Other relevant planning documents, programs, and procedures

KIPDA Performance Measures, Baselines, and Targets

The following are the performance measures adopted by the KIPDA Transportation Policy Committee:

SAFETY				
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
FHWA	S1 Number of Fatalities	116.2	Fatalities (2012-2016 5-year rolling average)	131.4 Fatalities (2014-2018 5-year rolling average)
FHWA	S2 Fatality Rate	1.06	Fatalities per 100 million VMT (2012-2016 5-year rolling average)	1.17 Fatalities per 100 million VMT (2014-2018 5-year rolling average)
FHWA	S3 Number of Serious Injuries	892.9	Serious Injuries (2012-2016 5-year rolling average)	859.4 Serious Injuries (2014-2018 5-year rolling average)
FHWA	S4 Serious Injury Rate	8.18	Serious Injuries per 100 million VMT (2012-2016 5-year rolling average)	7.66 Serious Injuries per 100 million VMT (2014-2018 5-year rolling average)
FHWA	S5 Number of Non-Motorized Fatalities and Serious Injuries	102.5	Non-Motorized Fatalities and Serious Injuries (2012-2016 5-year rolling average)	110.1 Non-Motorized Fatalities and Serious Injuries (2014-2018 5-year rolling average)
MPO	S6 Crash Rate	399.0	Crashes per 100 million VMT (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 319 crashes per 100 million VMT

TRANSIT					
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE		TARGET
RIDERSHIP					
MPO	<u>T1</u>	Transit Ridership	11,811,902 Boardings on TARC buses during FY 2017		Increase by 20% by 2040 to 14,174,282 boardings
AGE OF FLEET					
FTA	<u>(a)</u>	Percent of non-revenue vehicles exceeding the useful life benchmark (ULB)	TBD	% of TARC’s non-revenue vehicle fleet (equipment) above the ULB	≤ 10% of non-revenue service vehicles exceed default ULB of 8 years
	<u>T2</u> <u>(b)</u>	Percent of revenue vehicles exceeding the useful life benchmark (ULB)	TBD	% of TARC’s revenue vehicle fleet (rolling stock) above the ULB	≤ 10% of bus fleet exceeds ULB of 15 years/600K miles ≤ 5% of cutaway bus fleet exceeds ULB of 10 years/300K miles

TRANSIT ACCESS TO CLUSTERS AND SCHOOLS					
MPO	(a)	Community Access Clusters served by transit	91.03%	of land area within these clusters are within ¼ mile of a transit route	Increase to 100% by 2040
	(b)	High Density Medical Clusters served by transit	100%	of land area within these clusters are within ¼ mile of a transit route	Maintain at current levels in 2040
	(c)	High Density Shopping Clusters served by transit	100%	of land area within these clusters area within ¼ mile of a transit route	Maintain at current levels in 2040
	(d)	High Density Housing Clusters served by transit	TBD	of land area within these clusters are within ¼ mile of a transit route	Increase by 20% by 2040
MPO	T4	Enhance transit access to schools	230	Schools are within ¼ mile of a transit route	Increase by 20% by 2040 to 276 schools
HEADWAY TIME					
MPO	T5	Reduce average headway time on TARC’s defined Title VI routes	1:04	Average weekday headway time on TARC Title VI Routes	Reduce by 40% by 2040 to 0:38 average weekday headway time
PARK AND RIDE LOTS AND RIDESHARE					
MPO	T6	Number of Park and Ride lot spaces occupied during peak hours	TBD	# of Park and Ride lot spaces that are occupied during weekday business hours	Increase by 40% by 2040
MPO	(a)	Number of Park and Ride lots with pedestrian access	24	Park and Ride lots have pedestrian access	Increase by 20% by 2040 to 29 lots
	(b)	Number of Park and Ride lots with dedicated bicycle access	3	Park and Ride lots have dedicated bicycle access	Increase by 10% by 2040 to 4 lots
MPO	T8	Number of commuters in the Ticket to Ride program	1,377	Active commuters in the Ticket to Ride program	5,000 commuters in the Ticket to Ride program by 2040
TARC FACILITIES					
FTA	T9	Percent of facilities rated under 3.0 on the TERM scale	TBD	% of facilities within an asset class, rated below condition 3 on the TERM scale	≤ 10% of facilities rated under 3.0 on the TERM scale Each On-Route Bus Charging Station > 3.0 on the TERM scale USTA Emergency Power Station at ≥ 95% availability

NON-MOTORIZED					
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE		TARGET
BICYCLE AND PEDESTRIAN SAFETY					
MPO	(a)	Reduce number of crashes involving pedestrians	555.2	Crashes involving pedestrians (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 444 crashes involving pedestrians
	(b)	Reduce number of crashes involving bicyclists	238.0	Crashes involving bicyclists (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 190 crashes involving bicyclists
BICYCLE AND PEDESTRIAN NETWORK					
MPO	(a)	Reduce gaps in the existing pedestrian network	212.0	# of miles of gaps in the pedestrian network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040 to 169.6 miles of gaps in the pedestrian network
	(b)	Reduce gaps in the existing bicycle network	40.0	# of miles of gaps in the bicycle network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040 to 32.0 miles of gaps in the bicycle network
BICYCLE AND PEDESTRIAN ACCESS TO SCHOOLS AND CLUSTERS					
MPO	(a)	Enhance pedestrian access to schools	291	Schools are located within ¼ mile of pedestrian facilities	Increase by 20% by 2040 to 349 schools
	(b)	Enhance dedicated bicycle access to schools	71	Schools are located within ¼ mile of dedicated bicycle facilities	Increase by 20% by 2040 to 85 schools
MPO	(a)	Enhance pedestrian access within Community Access Clusters	296.8	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 326.5 miles of pedestrian facilities
	(b)	Enhance dedicated bicycle facilities leading to and within Community Access Clusters	129.1	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 142.0 miles of bicycle facilities
MPO	(a)	Enhance pedestrian access within High Density Medical Clusters	73.4	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 80.7 miles of pedestrian facilities
	(b)	Enhance dedicated bicycle access leading to and within High Density Medical Clusters	64.4	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 70.8 miles of bicycle facilities
MPO	(a)	Enhance pedestrian access within High Density Shopping Clusters	142.9	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 157.2 miles of pedestrian facilities
	(b)	Enhance dedicated bicycle access leading to and within High Density Shopping Clusters	78.9	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 86.8 miles of bicycle facilities

ECONOMIC IMPACT

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
MPO	(a) Enhance transit access leading to High Density Employment Clusters	1,117	Miles of transit routes within 1 mile of the boundary of these clusters	Increase by 20% by 2040 to 1,340 miles of transit routes
	E1 (b) Enhance pedestrian facilities within High Density Employment Clusters	384.1	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 423 miles of pedestrian facilities
	(c) Enhance dedicated bicycle facilities leading to and within High Density Employment Clusters	126.2	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 139 miles of bicycle facilities
MPO	(a) Enhance pedestrian facilities within areas of moderate to significant employment growth	268.4	Miles of pedestrian facilities inside areas of moderate to significant employment growth	Increase by 10 % by 2040 to 295.2 miles of pedestrian facilities
	E2 (b) Enhance dedicated bicycle facilities leading to and within areas of moderate to significant employment growth	45.1	Miles of dedicated bicycle facilities inside areas of moderate to significant employment growth and within 1 mile of the boundary	Increase by 10% by 2040 to 49.6 miles of bicycle facilities

MOTOR VEHICLE ACCESS

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET	
LEVEL OF TRAVEL TIME RELIABILITY					
FHWA	V1 Level of Travel Time Reliability (LOTTR) on the Interstate	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state’s Interstate LOTTR target			
FHWA	V2 Level of Travel Time Reliability (LOTTR) on the non-Interstate NHS	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state’s non-Interstate NHS LOTTR target			
CONGESTION					
MPO	V3 Maintain or improve level of service on Interstates at LOS D or worse	56.5%	of Interstate and freeway roadway miles were at LOS D, E, or F in 2016	≤ 56.5%	of Interstate and freeway roadway miles at LOS D, E, or F in 2040
MPO	V4 Maintain or improve level of service on arterials at LOS D or worse	28.0%	of arterial roadway miles were at LOS D, E, or F in 2016	≤ 28.0%	of arterial roadway miles at LOS D, E, or F in 2040

ROADWAY MAINTENANCE

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
PAVEMENT CONDITION			
FHWA	(a) Percent of pavements in “Good” condition on Interstates	46.2% of pavements in “Good” condition	50.0% of pavements in “Good” condition on Interstates by 2022
MPO	M1 (b) Percent of pavements in “Borderline” condition on Interstates	13.0% of pavements in “Borderline” condition	10.0% of pavements in “Borderline” or worse condition on Interstates by 2022
FHWA	(c) Percent of pavements in “Poor” condition on Interstates	1.9% of pavements in “Poor” condition	1.0% of pavements in “Poor” condition on Interstates by 2022
FHWA	(a) Percent of pavements in “Good” condition on non-Interstate NHS	24.9% of pavements in “Good” condition	27.0% of pavements in “Good” condition on non-Interstate NHS by 2022
MPO	M2 (b) Percent of pavements in “Borderline” condition on non-Interstate NHS	16.0% of pavements in “Borderline” condition	13.5% of pavements in “Borderline” or worse condition on non-Interstate NHS by 2022
FHWA	(c) Percent of pavements in “Poor” condition on non-Interstate NHS	3.9% of pavements in “Poor” condition	3.5% of pavements in “Poor” condition on non-Interstate NHS by 2022
BRIDGE CONDITION			
FHWA	(a) Percent of deck area in “Good” condition on bridges carrying the NHS	30.5% of deck area in “Good” condition	30.5% of deck area in “Good” condition on bridges carrying the NHS by 2022
	M3 (b) Percent of deck area in “Poor” condition on bridges carrying the NHS	10.5% of deck area in “Poor” condition	7.1% of deck area in “Poor” condition on bridges carrying the NHS by 2022
MPO	(a) Percent of bridges on functionally classified roads that are in “Good” condition	27.8% of bridges in “Good” condition	Increase by 50% by 2040 to 41.7% of bridges in “Good” condition
	M4 (b) Percent of bridges on functionally classified roads that are in “Poor” condition	6.9% of bridges in “Poor” condition	Reduce by 50% by 2040 to 3.5% of bridges in “Poor” condition

FREIGHT MOVEMENT

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
MPO	F1 Maintain or improve roadways on the KIPDA Freight Network that are LOS D or worse	TBD % of roadways on the KIPDA Freight Network were at LOS D, E, or F in 2016.	TBD % of KIPDA Freight Network at LOS D, E, or F in 2040
MPO	F2 Number of locations on the KIPDA Freight Network within 1 mile of Freight Clusters where roadway geometry and/or restrictions impede freight movement	TBD # of locations that impede freight movement	Reduce by 10% by 2040
FHWA	F3 Truck Travel Time Reliability (TTTR) on the Interstate	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state's TTTR target	

AIR QUALITY

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
MPO	A1 Meet or do better than mobile source budgets in the State Implementation Plan (SIP)	TBD MTP Air Quality Analysis	Meet or do better than mobile source budgets in the SIP

Investment Priorities

Although still in the early stages of performance-based transportation planning and programming, we anticipate that the projects in this Horizon 2035 MTP may have a positive impact on the achievement of performance targets.

As described in KIPDA's *Project Management Processes* for both [Kentucky](#) and [Indiana](#), projects that address performance targets are more likely to receive a higher priority in the future for [Transportation Improvement Program](#) (TIP) funding. The effects of project selection and implementation through the TIP is anticipated to help achieve the established performance targets, both federally-required and MPO-developed, which are identified herein and expanded upon in the [Performance Management Plan](#).

Reporting Process

For each performance measure, KIPDA will report on data sources, baseline data, historical data, performance targets, and target-setting methodology in the [Performance Management Plan](#).

On a regular basis, KIPDA will report the necessary performance-based feedback to the Transportation Policy Committee, as well as to our federal, state, local, and community planning partners.

KIPDA will report on progress towards achieving performance targets, both federally-required and MPO-developed performance targets, in periodic Performance Period Reports.

Interagency Consultation held via Email

January 31 – February 11, 2019

Participants

EPA – Region 4	-- Dianna Myers, Kelly Sheckler
EPA – Region 5	-- Pamela Blakley, Anthony Maietta
FHWA-IN	-- Joyce Newland
FHWA-KY	-- Bernadette Dupont
FTA – Region 4	-- Aviance Webb
FTA – Region 5	-- Krishina Green
IDEM	-- Shawn Seals
INDOT	-- Kayti Adams, Jay Mitchell
INDOT Transit	-- Larry Buckel
KY DAQ	-- Ashlee Whisman
KYTC	-- Justin Harrod, Tonya Higdon
KYTC Transit	-- Eric Perez
KYTC District 5	-- Tom Hall
LMAPCD	-- Craig Butler, Michelle King
KIPDA	-- Larry Chaney, Amanda Deatherage, Randy Simon, Nick Vail

Background

Recently, KIPDA staff has undertaken the steps necessary to conduct Amendment 11 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 4 of the FY 2018 – FY 2021 Transportation Improvement Program (TIP). KIPDA staff compiled a list of the two proposed project changes and distributed them via e-mail to the members of the Interagency Consultation group (IAC) on January 31, 2019. Other information included with the project list included: (1) the schedule for the amendments, (2) a document containing KIPDA's performance measures (in particular, those to be added during the amendments), and (3) a memo describing the changes to the performance measures.

Consultation through E-mail

Because there were only two projects for review, KIPDA staff suggested that consultation would be accomplished through e-mail only. Participants were offered the opportunity to request a conference call and the opportunity to comment on any of the items included in the e-mail. There was not a request for a conference call.

Discussion of Projects

The two projects were reviewed by IAC members on their own time. KIPDA staff had proposed that both projects were exempt. Comments were received from ten members of the IAC, representing nine agencies/offices. There were no questions about any specific project change, and all ten commenters agreed that the projects were exempt. Comments were received from the following IAC members:

Dianna Myers, EPA – Region 4
 Kelly Sheckler, EPA – Region 4
 Anthony Maietta, EPA – Region 5
 Joyce Newland, FHWA-IN
 Bernadette Dupont, FHWA-KY
 Aviance Webb, FTA – Region 4

Shawn Seals – IDEM
Jay Mitchell – INDOT
Justin Harrod – KYTC
Craig Butler – LMAPCD

Below are two items which did not receive comments. However, they provide important information about the amendments.

Amendment Schedule

The amendment schedule of activities was included in the email and it includes the following key elements:

Schedule for Amendment 11 of the Horizon 2035 MTP/Amendment 4 of the FY 18 – FY 21 TIP

- No regional emissions analysis was included since all projects in this amendment are exempt
- Public review: February 18 –March 4, 2019
- Public meeting: February 19, 2019
- KIPDA TTCC action on March 13, 2019
- KIPDA TPC action on March 28, 2019

Discussion of Amendment 11 of the Horizon 2035 MTP/Amendment 4 of the FY 18 – FY 21 TIP

The MTP/TIP amendments were driven mostly by the need to update the narratives of the MTP and TIP to incorporate performance targets for the FHWA performance measures PM 2: Asset Management and PM 3: System Performance. KIPDA staff used this opportunity to add two projects to the TIP, both of which are exempt, and therefore they do not require a regional emissions analysis or conformity determination on KIPDA's part.

The commenting period for the consultation ended at the close of business on February 11, 2019.



MEMORANDUM

TO: Transportation Technical Coordinating Committee

Kentucky
Member
Counties

FROM: Larry D. Chaney

DATE: March 19, 2019

Bullitt

SUBJECT: KYTC SHIFT Process

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

The Kentucky Transportation Cabinet's new process for determining project priorities and consideration for inclusion in their Six-Year Highway Plan is currently underway. Projects such as pavement rehabilitation, bridge replacements, bicycle or pedestrian projects, or other projects currently programmed with dedicated funds (TAP, CMAQ, SLO, etc.) are not eligible for inclusion. Under the Strategic Highway Investment Formula for Tomorrow (SHIFT) process, the KYTC District 5 Office has the opportunity to choose 74 projects from their eight-county district. The MPO has the opportunity to "sponsor" (recommend) a total of 54 projects from our three Kentucky counties.

The process by which the MPO "sponsors" projects was previously approved by the TTCC and TPC. Only projects currently in the Metropolitan Transportation Plan will be considered for MPO "sponsorship", since those projects have all been approved through the appropriate committee and federal conformity processes. The attached list contains projects that are both in the MTP and in the KYTC CHAF database, the source of all projects considered for the SHIFT evaluation process. KYTC "sponsored" projects are indicated on the list. These projects will move forward into evaluation.

Clark

Floyd

The MPO now has the opportunity to "sponsor" 54 additional projects to be included for consideration. On the attached list you will find a column labelled "Project Final Score". This number represents the score the project received when evaluated through the KIPDA MPO project evaluation process. It is suggested that this score and the attendant ranking be used to select the top 54 projects (exclusive of KYTC selections) for MPO "sponsorship". This analysis reflects previously adopted *Connecting Kentuckiana* Goals and Objectives and Performance Measures.

Equal
Opportunity
Employer

A list of projects was presented to the TTCC at their March 13 meeting. It was proposed by that committee that the Market Street/Nullu project be added to the list, and that a project on Phillips Lane be removed from the list to accommodate the addition. Since that time, it has been noted that KYTC had already sponsored one of the projects on the list, and that it was unnecessary for the MPO to sponsor it. As a result, Phillips Lane has been placed back on the list for consideration. The TPC is asked to consider sponsorship of the 54 projects presented on the list.

Action is requested

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org



Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
I-264/US 42 (Ultimate Project to Rebuild Interchange)	RECONSTRUCT/WIDEN I-264 (WATTERSON EXPRESSWAY) FROM WESTPORT ROAD (KY-1447) TO I-71, INCLUDING THE US-42 INTERCHANGE AS A SPUI.(PROJECT INCLUDES 5-594) (12CCR)(14CCR) IP20160046	5-804	IP20160046	1922	\$ 56,730,000	249	HIGH	YES	
KY 155	Improve safety and reduce congestion on KY 155 from Hikes Lane/Browns Lane to KY 1747 (Hurstbourne Parkway). To include facilities and accommodations for all modes, including bicycle and pedestrian. IP20080203	n/a	IP20080203	469	\$ 15,450,000	237	HIGH		YES
US 60	Improve safety and reduce congestion on US 60 from KY 1747 to Old Shelbyville Road. To include facilities for bicyclists, pedestrians, and transit users. IP20080197	n/a	IP20080197	479	\$ 55,083,000	233	HIGH		YES
KY 1747	Improve safety and reduce congestion on KY 1747 (Hurstbourne Parkway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). To include acommodations for bicyclists and pedestrians. IP20080217	n/a	IP20080217	386	\$ 25,000,000	224	HIGH		YES
US 42	Improve safety and reduce congestion on US 42 (Brownsboro Road) from I-264 (Henry Watterson Expressway) to Seminary Drive. To include facilities for all modes of transportation. IP20080194	n/a	IP20080194	476	\$ 10,470,000	196	HIGH		YES
Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.	n/a	IP20080241	384	\$ 4,403,200	182	HIGH		YES
KY 1819	Improve safety, mobility for all modes, and address geometric deficiencies along KY 1819 (Billtown Road) from I-265 (Gene Snyder Freeway) to Ruckriegel Parkway/Billtown Road (in and near Jeffersontown). IP20080219	n/a	IP20080219	257	\$ 27,120,000	166	MEDIUM		YES
Dutchmans Lane/Pkwy & Breckenridge Lane intersection improvements	Lane and Dutchmans Lane east of Breckenridge Lane. The average daily traffic for these three approaches need further evaluation for additional lanes. Lanes re-assignment may occur which may also require signal phase modification. Sidewalks will also be provided on Dutchmans Pkwy.	n/a	IP20170070	1915	\$ 2,500,000	162	MEDIUM		YES
KY 155	Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265, including accommodations for all modes. IP20080201	n/a	IP20080201	1372	\$ 24,300,000	158	MEDIUM		YES
KY 1065	Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). To include bicycle and pedestrian accommodations. IP20080211	n/a	IP20080211	436	\$ 35,430,000	154	MEDIUM		YES
KY 1932	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). (Item # 5-531.00) IP20080223	n/a	IP20080223	213	\$ 5,865,000	151	MEDIUM		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
I-64	IMPROVEMENTS WITHIN THE I-64 CORRIDOR FROM THE KENNEDY INTERCHANGE TO I-264 (WATTERSON EXPRESSWAY) ADDRESSING SAFETY AND CONGESTION ISSUES. THE IMPROVEMENTS MAY INCLUDE BUT ARE NOT LIMITED TO: CONSIDERATION OF ALTERNATIVE TRANSPORTATION MODES, DEPLOYMENT. KIPDA MTP Description as follows (KYTC is truncated) - Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel. From MP 5.104 to 12.275. This project is a study only. Widening being considered from MP 5.104 to MP 7.800 and from MP 10.300 to 12.275.	5-553	IP20080187	389	\$ 30,830,000	147	MEDIUM	YES	
Taylorsville Road Complete Street	Widen Taylorsville Road to 4 lanes with a center median and access control. Include sidewalk & bike lanes or shared use path as appropriate.	5-8908	IP20080202	956	\$ 25,500,000	144	MEDIUM	YES	
KY 907	Improve safety and reduce congestion along KY 907 (Valley Station Road/3rd Street Road) from US 31W (Dixie Highway) to KY 1865 (New Cut Road) including bicycle and pedestrian modes. IP20080209	n/a	IP20080209	481	\$ 104,760,000	143	MEDIUM		YES
KY 864	Improve safety and reduce congestion on KY 864 (Fegenbush Lane) from KY 864 (Poplar Level Road) to KY 864 (Beulah Church Road). To include accommodations for bicycle and pedestrian modes. IP20080205	n/a	IP20080205	357	\$ 15,880,000	134	MEDIUM		YES
Reconstruct Existing Interchange from Northbound KY-1747 to I-64 Westbound	(Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway). Existing Studies done by MPO MTP (10/02, 12/05, 10/10).	n/a	IP20110082	181	\$ 82,596,000	132	MEDIUM		YES
I-65 (I-65/I-264 Interchange)	IMPROVE SAFETY AND REDUCE CONGESTION AT THE I-65/I-264 (WATTERSON EXPRESSWAY) INTERCHANGE. IP20160017	5-559	IP20160017	2121	\$ 110,500,000	132	MEDIUM	YES	
KY 1065	Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1020 (National Turnpike). IP20080212	n/a	IP20080212	435	\$ 26,470,000	130	MEDIUM		YES
KY 1931	Improve safety and reduce congestion on KY 1931 (Manslick Road) from KY 1931 (St. Andrews Church Road) to I-264 (Henry Watterson Expressway). To include bicycle and pedestrian facilities. IP20080221	n/a	IP20080221	446	\$ 29,709,950	123	MEDIUM		YES
Grade Lane	Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Rd). Includes pedestrian and bicycle accommodations.	n/a	IP20080240	289	\$ 26,000,000	121	MEDIUM		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
I-71	IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM ZORN AVENUE TO I-265. **Using CHAF mile points 5 - 9, because KIPDA ID 2602/State ID 556 are MP 2-5 and this project would overlap those projects.** IP20150032	5-557	IP20150032	2611	\$ 89,714,000	120	MEDIUM	YES	
Urton Lane	Extend and widen Urton Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from north of I-64 to Seatonville Road.	n/a	IP20120002	474	\$ 100,000,000	116	MEDIUM		YES
I-71	New interchange and connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson/Oldham County border. The connector road would accomodate all modes, including bicyclists and pedestrians. IP20000014	n/a	IP20000014	952	\$ 9,250,000	115	MEDIUM		YES
I-265	Improve safety and reduce congestion on I-265 from KY 155 (Taylorsville Rd) to KY 3084 (Old Henry Rd).	n/a	IP20150095	958	\$ 160,960,000	104	MEDIUM		YES
I-265	Improve safety and reduce congestion on I-265 from KY 3084 (Old Henry Rd) to KY 1447 (Westport Rd).	n/a	IP20150099	958	\$ 160,960,000	104	MEDIUM		YES
I-265	Improve safety and reduce congestion on I-265 from KY 1447 (Westport Rd) to I-71.	n/a	IP20150116	958	\$ 160,960,000	104	MEDIUM		YES
I-265	SIX LANE PRIORITY SECTION OF I-265 BETWEEN TAYLORSVILLE ROAD AND I-71.	5-537	IP20160174	958	\$ 160,960,000	104	MEDIUM	YES	
KY 1065	Improve safety and reduce congestion on KY 1065 (Beulah Church Road) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road). Project will consider accommodations for bicyclists and pedestrians. IP20080213	n/a	IP20080213	256	\$ 16,660,000	103	MEDIUM		YES
I-65	IMPROVEMENTS TO I-65 FROM CRITTENDEN DRIVE TO ARTHUR STREET. (02CCN)	5-8102	IP20080189	395	\$ 26,789,761	103	MEDIUM		YES
I-65	CONSTRUCT RAMPS CONNECTING NB AND SB I-65 TO THE CENTRAL AVENUE/CRITTENDEN DRIVE INTERSECTION. (2004BOPC)	5-8102.10	IP20150205	395	\$ 26,789,761	103	MEDIUM		YES
I-65	RECONSTRUCT RAMP FROM SB I-65 TO ARTHUR ST, RECONSTRUCT ARTHUR ST AND RAMP TO SB I-65 FROM ARTHUR ST AND REMOVE EXISTING RAMPS TO SB I-65 & OFF-RAMPS FROM SB I-65. (2004BOPC)	5-8102.20	IP20150136	395	\$ 26,789,761	103	MEDIUM		YES
I-65	RECONSTRUCT RAMP FROM CRITTENDEN DRIVE TO NB I-65. (2004BOPC)	5-8102.30	IP20150178	395	\$ 26,789,761	103	MEDIUM		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommended Spnsorship
I-65	RECONSTRUCT RAMP FROM NB I-65 TO WARNOCK ST, FROM WARNOCK ST TO I-65 NB AND REMOVE RAMPS FROM NB I-65 TO EASTERN PARKWAY. (2004BOPC)	5-8102.40	IP20150143	395	\$ 26,789,761	103	MEDIUM		YES
I-65	RECONSTRUCT RAMP FROM PRESTON ST TO NB I-65, CONSTRUCT ACCESS TO S JACKSON ST AND/OR S PRESTON ST, REMOVE RAMP FROM NB I-65 TO WOODBINE ST AND EVALUATE THE IMPACTS OF CLOSING THE MAGNOLIA ST RAMP TO SB I-65. (2004BOPC)	5-8102.50	IP20150220	395	\$ 26,789,761	103	MEDIUM		YES
KY 22	Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. To include accommodations for all modes. IP20110072	n/a	IP20110072	412	\$ 5,600,000	102	MEDIUM		YES
I-71	Improve safety and reduce congestion of the I-265 northbound to I-71 southbound movement at the I-71/I-265 (Gene Snyder Freeway) interchange. IP20080190	n/a	IP20080190	1480	\$ 48,020,000	102	MEDIUM		YES
I-265	Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) interchange at I-64. IP20110064	n/a	IP20110064	179	\$ 103,800,000	100	MEDIUM	YES	
KY 1747	IMPROVE THE HURSTBOURNE PARKWAY (KY 1747) AT SHELBYVILLE ROAD (US 60) INTERSECTION TO INCREASE CAPACITY, REDUCE DELAYS, AND IMPROVE SAFETY.(SEE 5-344.02) (16CCN) IP20080218	5-8953	IP20080218	2384	\$ 4,390,000	100	MEDIUM	YES	
KY 1932	Transportation System Management improvements on KY 1932 (Breckenridge Lane) from KY 1447 (Westport Road) to Kresge Way. IP20080222	n/a	IP20080222	261	\$ 1,044,000	98	MEDIUM		YES
KY 1747	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM LINN STATION RD (CS-1004H) TO EDEN AVE (CS-1660H). (06CCR)(03KYD)(2006BOPP)(SEE 5-344.02 FOR KYD C PHASE)(14CCR)(XCHNG UNDER 5-44.01 / 5-344.02) IP20150293	5-44.01 / 5-344.02	IP20150293	359	\$ 9,810,000	98	MEDIUM	YES	
I-265	IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM I-65 TO US-31E. IP20080191	5-554	IP20080191	407	\$ 76,350,000	98	MEDIUM	YES	
Southside Drive	WIDEN SOUTHSIDE DRIVE (KY-907) TO 5 LANES FROM NEW CUT ROAD TO NATIONAL TURNPIKE. IP20080208	5-437	IP20080208	465	\$ 22,900,000	94	MEDIUM		YES
KY 146	Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. IP20080251	n/a	IP20080251	428	\$ 20,510,000	93	MEDIUM		YES
KY 2050	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). IP20140033	n/a	IP20140033	2114	\$ 5,330,000	92	MEDIUM		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
I-71 Zorn Avenue to I-264	IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 FROM ZORN AVE TO I-264. (SEE ITEM NO. 5-557) IP20150031	5-556	IP20150031	2602	\$ 27,417,000	92	MEDIUM		YES
KY 1447	Improve safety and reduce congestion on KY 1447 (Westport Road) from Murphy Lane to KY 146. Considerations include bicycle and pedestrian facilities. IP20080214	n/a	IP20080214	484	\$ 5,470,000	90	MEDIUM		YES
Widen I-65 from KY-61 to I-265	Improve safety and reduce congestion On I-65 from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway) in Jefferson County.	5-550	IP20170064	491	\$ 402,825,000	89	MEDIUM	YES	
West Kentucky Street Project	The West Kentucky Street Master Plan Project proposes sidewalk improvements, bicycle facilities, improvements to the rail crossing at 15th Street, the addition of street trees, and holistically analyzes connectivity impacts of nearby street closures. Traffic calming measures (bumpouts, signal upgrades, road realignments) are proposed at 5th, 9th, and 15th Streets.	n/a	IP20110081	1863	\$ 3,000,000	89	MEDIUM		YES
Floyd Street	Transportation System Management/Transportation Demand Management, aesthetic improvements at medical center on Floyd Street.	n/a	IP20110078	286	\$ 160,102	81	LOW		YES
KY 2845	Reconstruct KY 2845 (Manslick Road) from KY 61 to KY 864 (Beulah Church Road). To include bicycle and pedestrian facilities. IP20080224	n/a	IP20080224	961	\$ 16,460,000	81	LOW		YES
I-65	IMPROVE OPERATIONAL PERFORMANCE OF THE I-65/KY-480 INTERCHANGE INCLUDING RAMP IMPROVEMENTS AND TURNING LANES. (12CCR)(14CCR)(2014BOP)(16CCR) IP20160218	5-391.30	IP20160218	2193	\$ 9,490,000	76	LOW	YES	
US 60	Improve safety and reduce congestion on US 60 from Spring Drive to Clark Station Road. To include facilities for bicyclists, pedestrians, and future transit users. IP20080198	n/a	IP20080198	953	\$ 4,890,000	74	LOW		YES
I-265	IMPROVE SAFETY AND REDUCE CONGESTION ON I-265 FROM US-31E (BARDSTOWN RD) TO KY-155 (TAYLORSVILLE RD). IP20150080	5-558	IP20150080	959	\$ 85,730,000	69	LOW	YES	
Tucker Station Road	Reconstruct Tucker Station Road as a 2 lane road (no additional lanes) from Rehl Road to Ellingsworth Lane and improve intersections (South Pope Lick, Rehl Road and Ellingsworth Lane). Construct pedestrian accommodations for the length of the project.	n/a	IP20080234	472	\$ 14,409,290	67	LOW		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommended Spnsorship
Fairground Road	Reconstruct Fairground Road as a 2 lane road (no additional lanes) from US 31E (Bardstown Road) to KY 1819 (Billtown Road), including left-turn lanes at US 31E, Billtown Road and possibly other intersections and consideration of radius improvements at three 90-degree curves. Add pedestrian accommodations on both sides of Fairground Road for the length of the project.	n/a	IP20110078	281	\$ 6,000,000	66	LOW		YES
US 42	Improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). IP20080246	n/a	IP20080246	477	\$ 10,830,000	62	LOW		YES
Hill Street and 7th Street Intersection Improvements	Reconstruct the intersection of Hill Street and 7th Street to provide left turn lanes. IP20170071	n/a	IP20170071	1917	\$ 3,360,000	59	LOW		YES
KY 22	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. IP20080248	n/a	IP20080248	414	\$ 12,140,000	58	LOW		YES
12th Street Extension	Extend 12th Street from Hill Street to Industry Road	n/a	IP20170067	1965	\$ 7,000,000	57	LOW		YES
KY 146	Reduce congestion, improve access, and provide better mobility for all modes along KY 146 from the Oldham/Jefferson County line to Pryor Avenue in Pewee Valley. IP20080252	n/a	IP20080252	427	\$ 14,750,000	56	LOW		YES
Phillips Lane	Improve safety and reduce congestion on Phillips Lane from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive). To include bicycle and pedestrian facilities. IP20080231	n/a	IP20080231	1267	\$ 11,309,000	56	LOW		YES
Northwest Mt. Washington Connector	NEW ROUTE NORTHWEST OF MT. WASHINGTON FROM US 31E TO KY 2706.(12CCN)(14CCN)	5-8710	IP20150164	2070	\$ 3,000,000	55	LOW		YES
KY 1065	Construct right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway). IP20080210	n/a	IP20080210	453	\$ 2,075,000	54	LOW		YES
KY 44	Improve safety and reduce congestion on KY 44 between the I-65 interchange and the KY 61 intersection. Consider access management, pedestrian facilities and grade separated rail crossing.	n/a	IP20130129	1491	\$ 207,445,000	54	LOW	YES	
KY 44	RECONSTRUCT KY-44 FROM I-65 TO MT. WASHINGTON. (06CCN)	5-150.01	IP20150374	1491	\$ 207,445,000	54	LOW		YES

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
KY 44	SECTION -1 FROM I-65 TO CHIMNEY ROCK DRIVE.(06CCN)	5-150.02	IP20150318	1491	\$ 207,445,000	54	LOW	YES	
KY 44	SECTION 4 - FROM ARMSTRONG LANE TO US 31EX. (2008BOPC)	5-150.40	IP20150305	1491	\$ 207,445,000	54	LOW	YES	
KY 44	SECTION 5 - FROM US-31EX TO US-31E BYPASS. (2008BOPC).	5-150.50	IP20150201	1491	\$ 207,445,000	54	LOW	YES	
I-265 Rehl Road	Construct a new interchange on I-265 at Rehl Road.	n/a	IP20080192	1514	\$ 50,000,000	52	LOW		YES
East Pages Lane	Reconstruct East Pages Lane as a 2 lane (no additional lanes) road with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road). Construct pedestrian accommodations on both sides of roadway for the length of the project.	n/a	IP20080226	274	\$ 7,895,591	51	LOW		YES
East Market Street Streetscape Improvements	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brooks Street to Johnson Street and along the following intersecting streets fro Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St, Jackson St, Hancock St, Clay St, Shelby St, Campbell St, Wenzel St, Baxter Ave, and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing eastbound drive lanes to provide a separate bike facility.	5-80053 / 5-80053.10 / 5-8703	IP20150157	2064	\$ 14,000,000	42	LOW		YES
KY 1819	RECONSTRUCT BILTOWN ROAD FROM NORTH OF COLONNADES PLACE TO SOUTH OF EASUM ROAD. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR)	5-8203	IP20160185	1819	\$ 2,700,000	50	LOW	YES	
Rangeland Road	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.	5-8801	IP20150273	2153	\$ 5,670,000	50	LOW		
KY 393	KY-393 RECONSTRUCT FROM 140FEET SOUTH OF RAILROAD CROSSING (CSX) EXTENDING NORTHWEST TOWARDS KY 146 ENDING AT STATION 12+00 (DESIGN UNDER 5-230.00). (CONSTRUCTION SEQ.#2) IP20160227	5-234	IP20160227	147	\$ 12,470,000	49	LOW	YES	
Plantside Drive & Rehl Road & Taylorsville Road	The Plantside Drive Extension to Taylorsville Road (KY 155) - Urton Corridor project would would create a new connector route providing access to I-64 via Blankenbaker Road (KY 913) and access to I-265 via Taylorsville Rd (KY 155). IP20170096	n/a	IP20170096	2608	\$ 54,296,320	48	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
Old Henry Road	CONSTRUCT NEW ROUTE FROM OLD HENRY INTERCHANGE AT I-265 TO CRESTWOOD BYPASS. (98CCR)(2004BOPP)(10CCN)(14CCR) IP20110079	5-367	IP20110079	198	\$ 45,551,485	46	LOW		
Ellingsworth Lane	Extend and widen Ellingsworth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 913 (Blankenbaker Parkway) to Urton Lane and add sidewalks.	n/a	IP20080227	276	\$ 11,000,000	46	LOW		
KY 61	KY-61 BEGINS SOUTH OF KY-44 AND ENDS NORTH OF THE NEWLY CONSTRUCTED CONESTOGA PARKWAY. (CSX RAILROAD)(CONSTRUCTION SEQUENCE 3) (10CCR)(12CCR)(LET W/ 117.20)	n/a	IP20160213	200	\$ 54,296,320	45	LOW		
KY 61	KY-61 BEGINS NORTH OF CONESTOGA PARKWAY AND ENDS AT EXISTING KY-61 SOUTH OF BROOKS RUN CREEK. (CONSTRUCTION SEQUENCE 2) (10CCR)(12CCR)(LET W/ 117.10)	n/a	IP20160215	200	\$ 54,296,320	45	LOW		
US 42	US 42 SAFETY IMPROVEMENTS FROM HARRODS CREEK BRIDGE TO RIVER ROAD.(10CCR) IP20150155	5-972	IP20150155	230	\$ 76,350,000	44	LOW		
KY 1065	MAJOR REVISION OF THE INTERSECTION LOCATED AT THE OUTER LOOP, FEGENBUSH LANE, AND BEULAH CHURCH ROAD. TURN LANE TO BE COMPLETED BY TRANSPORTATION CABINET PER AGREEMENT. (04CCN)(08CCR)(10CCR)(12CCR) IP20160080	5-122	IP20160080	365	\$ 12,940,000	43	LOW	YES	
KY 329	Improve safety, reduce congestion, and provide better mobility for all modes along KY 329 from the Oldham/Jefferson County line to I-71. IP20080253	n/a	IP20080253	432	\$ 33,730,000	43	LOW		
I-71	IMPROVE THE INTERCHANGE OF I-71 AND KY 329	n/a	IP20180044	2612	\$ 4,240,000	43	LOW		
I-71	IMPROVE THE INTERCHANGE OF I 71 AND KY 329. (18CCN)	5-80005	IP20080244	2612	\$ 4,240,000	43	LOW	YES	
East Market Street Streetscape Improvements	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brooks Street to Johnson Street and along the following intersecting streets fro Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St, Jackson St, Hancock St, Clay St, Shelby St, Campbell St, Wenzel St, Baxter Ave, and Johnson St. Enhancements include the addition of landscape	5-80053 / 5-80053.10 / 5-8703	IP20150157	2064	\$ 14,000,000	42	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
KY 61	Improve safety and reduce congestion on KY 61 at Plaza Park Boulevard. IP20160216	n/a	IP20160216	2380	\$ 220,000	42	LOW		
KY 1703	Implement peak period parking restrictions on KY 1703 (Baxter Avenue) from Castlewood Avenue to Highland Avenue. IP20080216	n/a	IP20080216	252	\$ 73,000	41	LOW		
Cardinal Boulevard Extension	Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at-grade to connect to Davies Avenue and 7th Street.	n/a	IP20170069	1945	\$ 6,000,000	41	LOW		
KY 1819	RECONSTRUCT AND WIDEN WATTERSON TRAIL FROM PLANTSIDE DRIVE TO BLANKENBAKER ROAD. (98CCR) IP20150319	5-373	IP20150319	233	\$ 15,280,000	40	LOW	YES	
KY 480 / KY 44 Connector	NEW ROUTE FROM KY 480 TO KY 44 WITH SALT RIVER CROSSING.(12CCN)(14CCN) IP20150163	5-8709	IP20150163	2069	\$ 44,750,000	40	LOW		
I-71	Widen I-71 from 4 to 6 lanes from KY 329 to KY 393. (16CNN) From MP 14.10 to MP 18.00.	5-483.10	IP20160192	2604	\$ 54,258,000	39	LOW	YES	
Arnoldtown Road	Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest. Add sidewalks on both sides of Arnoldtown Road for the length of the project.	n/a	IP20080235	249	\$ 6,900,000	38	LOW		
KY 864	Improve safety and reduce congestion on KY 864 (Beulah Church Road) from KY 864 (Cooper Chapel Road) to I-265 (Gene Snyder Freeway). To include accommodations for bicycle and pedestrian modes. (Previously Highway Plan No. 5-481.00) IP20080206	n/a	IP20080206	255	\$ 10,095,000	38	LOW		
KY 44	RECONSTRUCT KY-44 AT BOGARD/LLOYD LANE. (06CCN) (10CCR)(12CCR)(16CCR) IP20160205	n/a	IP20160205	1466	\$ 1,280,000	38	LOW		
I-264	INTERCHANGE AT MANSLICK ROAD (KY-1931) AND I-264. (08CCN)(10CCR)(12CCR)(14CCR)(16CCR)	5-8405	IP20150228	516	\$ 23,860,000	37	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
Watterson Trail South	Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane. Add pedestrian accommodations on both sides of S. Watterson Trail for the length of the project.	n/a	IP20080237	1324	\$ 47,109,148	36	LOW		
English Station Road	Reconstruct English Station Road as a 2 lane (no additional lanes) road from Wibble Hill Road to Christian Academy (700 S English Station Rd). Construct pedestrian accommodations on both sides of English Station Road for the length of the project.	n/a	IP20110077	277	\$ 4,200,000	34	LOW		
KY 2053	IMPROVE MT. WASHINGTON ROAD FROM PENN RUN CREEK BRIDGE TO CEDAR CREEK ROAD. (10CCN)(SAME AS 5-8612.00)	n/a	IP20150272	1396	\$ 49,340,000	33	LOW		
KY 2053	IMPROVE MT. WASHINGTON ROAD FROM PRESTON HIGHWAY TO PENN RUN CREEK BRIDGE. (10CCN)(12CCR) Same as 5-8611.00	n/a	IP20150290	1396	\$ 49,340,000	33	LOW		
KY 2053	IMPROVEMENTS TO MT. WASHINGTON ROAD. (04CCN)(06CCR)	n/a	IP20150415	1396	\$ 49,340,000	33	LOW		
US 60	WIDEN US-60 TO THREE LANES FROM EASTWOOD CUTOFF (MP 14.7) TO ROCKCREST WAY (MP 15.1). (LOCALS WILL DO DESIGN FOR \$330,000). (16CCN)(18CCR) IP20160176	5-8952	IP20160176	2598	\$ 2,080,000	32	LOW	YES	
I-64 Eastwood Fisherville New Interchange	EASTWOOD FISHERSVILLE CONNECTOR TO I-64 (18CCN) IP20150139	5-80000	IP20150139	390	\$ 75,780,000	31	LOW		
KY 53	Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. IP20080250	n/a	IP20080250	418	\$ 9,800,000	31	LOW	YES	
Blowing Tree Blvd	Extend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway.	n/a	IP20080242	258	\$ 2,300,000	28	LOW		
KY 22	Improve safety and traffic flow at the intersection of KY 22 and KY 53. IP20080249	n/a	IP20080249	1304	\$ 35,000	27	LOW		
Addition of auxiliary lanes on I-71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Ave. interchange from MP 0-2.5	5-48.10	IP20150266	1478	\$ 37,970,000	27	LOW	YES	
KY 2052	Widen KY 2052 (Shepherdsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 2845 (Manslick Road) to Applegate Lane and build sidewalks.	n/a	IP20080233	464	\$ 24,000,000	26	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
US 31E	Reconstruct and widen US 31 E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mount Washington (District 5 section) IP20170065	n/a	IP20170065	1542	\$ 19,080,000	23	LOW		
KY 1531	Relocate and reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road.	n/a	IP20080215	411	\$ 35,000,000	21	LOW		
Mud Lane	Widen Mud Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1450 (Blue Lick Road) to Brookley Drive. Project will provide sidewalks and review for a bicycle facility.	n/a	IP20080230	449	\$ 11,000,000	21	LOW		
KY 1142	SAFETY IMPROVEMENTS TO PALATKA ROAD (KY-1142) MP 0.0 TO MP 1.73. (14CCN) Replaces 05 056 D1142 10.00	n/a	IP20150300	2154	\$ 240,000	20	LOW		
US 42	Improve traffic flow, minimize congestion, and address safety issues on US 42 between KY 1694 (Gum Street) and KY 53. IP20080247	n/a	IP20080247	478	\$ 20,410,000	19	LOW		
Ferndale Road	Reconstruct Ferndale Road as a 2 lane road (no additional lanes) IP20170073	n/a	IP20170073	1330	\$ 4,350,000	18	LOW		
Bowling Blvd/Christian Way	Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way.	n/a	IP20110074	260	\$ 21,000,000	17	LOW		
KY 864 (Cedar Creek Road/Cooper Chapel Road)	Reconstruct and widen KY 864 (Cedar Creek Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Mount Washington Road to Cooper Chapel Road and reconstruct and widen KY 864 (Cooper Chapel Road) from 2 to 3 lanes from Cedar Creek Road to Beulah Church Road. Add pedestrian accommodations on both sides of the roadway for the length of the project.	n/a	IP20080207	269	\$ 6,900,000	17	LOW		
Buechel Bank Road	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass), design a roundabout at the intersection of Buechel Bank Road at the GE Entrance Road, and provide sidewalks on both east and west sides of Buechel Bank Road. Project length is 0.9 miles.	5-8001	IP20150152	381	\$ 6,850,000	17	LOW		
Cooper Chapel Road Phase 2	Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.	n/a	IP20080236	271	\$ 15,000,000	16	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
KY 22	RECONSTRUCT KY-22 TO 5-LANES FROM ABBOTT LANE TO PROPOSED KY-393 INTERSECTION AND CONTINUING WITH 3-LANES TO EXISTING KY-393. (2004BOPC) IP20150249	5-304.20	IP20150249	1489	\$ 18,240,000	16	LOW		
KY 245	WIDEN KY-245 FROM BERNHEIM FOREST TO THE COMMUNITY COLLEGE. (08CCN)(10CCR)(14CCR)(16CCR)	5-8509	IP20150316	1790	\$ 12,640,000	16	LOW	YES	
KY 1793	Improve safety and access on KY 1793 from just southeast of Ridgeview Drive to KY 3222 (South Rose Island Road). IP20080254	n/a	IP20080254	177	\$ 4,210,000	15	LOW		
KY 44	Improve safety and address geometric deficiencies along KY 44 near Old Pitts Point Road (in and west of Shepherdsville).(ID#015B00020N) IP20130146	n/a	IP20130146	2115	\$ 2,250,000	15	LOW	YES	
KY 1450	IMPROVE SAFETY AND REDUCE CONGESTION ON BLUE LICK ROAD FROM BULLITT COUNTY LINE NORTH TO THE SNYDER FREEWAY (LOU T.I.P.)(SEE 5-8010.00)(08CCR)(10CCR) IP20150309	n/a	IP20150309	229	\$ 37,170,000	14	LOW		
KY 44	PROVIDE A RELIABLE CONNECTION AND IMPROVE SAFETY ALONG KY 44 FROM MP 9.2 TO MP 10.3, INCLUDING RAISING THE ROADWAY, WIDENING AND REPLACING BRIDGE 015B00020N. (16CCN) IP20160220	5-8956	IP20160220	2379	\$ 8,100,000	14	LOW		
KY 44	MT. WASHINGTON-TAYLORSVILLE RD; RECONSTRUCT KY 44 FROM MT. WASHINGTON BYPASS EAST 2.0 MILES (04CCN)(16CCR) IP20150255	5-347.50	IP20150255	493	\$ 7,860,000	13	LOW		

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommneded Spnsorship
	NEW TURN LANES IN FRONT OF BULLITT EAST HIGH SCHOOL. (BREAKOUT FROM 347.50) (18CCN)	5-347.51	IP20150154	1925	\$ 7,860,000	13	LOW	YES	
	KY-44 SECTION 2 FROM PARKLAND TR/WINNING COLORS DRIVE EASTWARD TO KINGS CHURCH ROAD (KY 1319). (2008BOPC)	5-347.56	IP20150246	1926	\$ 7,860,000	13	LOW		
KY 53	DESIGN FOR IMPROVING KY-53 FROM ZHALE SMITH ROAD TO KY-22 (TOTAL 3.2 MILES). (14CCN)(18CCN) IP20150414	5-8852	IP20150414	2605	\$ 39,400,000	13	LOW		
KY524	LANDSLIDE REPAIR ON WESTPORT ROAD (KY-524) FROM JCT. US-42 WEST, NORTH 1.0 MILE. (2002BOPC)(NOT REQUIRED).	5-5013	IP20150467	1726	\$ 1,190,000	5	LOW	YES	
KY 907	The James Hill Road and KY 907 intersection has been identified as a needed safety improvement. Sight distance is an issue. Also, improve drainage and enhance roadway signage and pavement marking.	n/a	IP20110104	2017	\$ 1,500,000	5	LOW		
KY 907	Spot improvement. The James Hill Road and KY 907 intersection has been identified as a needed safety improvement. Sight distance is an issue. Also, improve drainage and enhance roadway signage and pavement marking.	n/a	IP20180008	2017	\$ 1,500,000	5	LOW		
Cedar Creek Rd Connector	East/west collector corridor from KY864 (Beulah Church) to Cedar Creek Road consisting of a two-lane roadway with pedestrian accommodations.	n/a	IP20110076	268	\$ 4,000,000	4	LOW		
Bunsen Blvd/Christian Way	Construct Bunsen Boulevard/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.	n/a	IP20110073	265	\$ 32,448,000	2	LOW		
River Road Extension	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	n/a	IP20170072	1338	\$ 19,577,400	2	LOW		

	FROM	TO		Total
HIGH	167	249	High	6
MEDIUM	82	166	Med	42
LOW	0	81	Low	85
			Total	133

Projects For SHIFT Sponsorship Consideration

PROJECT	CHAF DESCRIPTION	STATE ID	CHAF ID	KIPDA ID	MTP PROJECT COST (YOE)	PROJECT FINAL SCORE	PROPOSED RANK	KYTC SPONSORED	TTCC Recommnended Spnsorship
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NOTE: Projects in grey and adjacent to one another indicate parts of a larger project represented in the MTP. Cost reflects total of all projects combined.



MEMORANDUM

TO: Transportation Policy Committee

FROM: Amanda Deatherage

DATE: March 20, 2019

SUBJECT: Administrative Modification 28 of the
FY 2018 – FY 2021 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2018 – FY 2021 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

The changes to the FY 2018 – 2021 TIP are included on the attached tables and are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.

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Louisville, KY 40299
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Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
KENTUCKY PROJECTS							
Louisville Metro	Jefferson	224	5-378.10	I-65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	STP-U	Program Utilities in FY 2019: \$750,000 (Federal) \$150,000 (Other) \$900,000 (Total Cost)
Louisville Metro	Jefferson	2625		Olmsted Parkways Multi-Use Path System Section 4	Construction of a 1.00 mile shared use path system along Algonquin Parkway between Cypress Street and 16th Street.	STP-U	In FY 2021 Construction, reduce \$37,136 (Federal) and \$0 (Other) for a new cost of this phase: \$1,996,967 (Federal) \$508,526 (Other) \$2,505,493 (Total Cost)
						STP-U	Program Design in FY 2019: \$37,136 (Federal) \$8,440 (Other) \$45,576 (Total Cost)
Louisville Metro	Jefferson	2626		Olmsted Parkways Multi-Use Path System Section 5	Construction of a 1.25 mile shared use path system along Algonquin Parkway between 16th Street to Winkler Avenue.	STP-U	In FY 2021 Construction, reduce \$48,619 (Federal) and \$0 (Other) for a new cost of this phase: \$2,830,526 (Federal) \$719,786 (Other) \$3,550,312 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
Louisville Metro	Jefferson	2627		Olmsted Parkways Multi-Use Path System Section 6	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.	STP-U	In FY 2020 Construction, reduce \$36,581 (Federal) and \$0 (Other) for a new cost of this phase: \$843,852 (Federal) \$220,108 (Other) \$1,063,960 (Total Cost)
						STP-U	In FY 2019 Design, add \$36,581 (Federal) and \$0 (Other) for a new cost of this phase: \$402,435 (Federal) \$91,464 (Other) \$493,899 (Total Cost)
Louisville Metro	Jefferson	2628		Olmsted Parkways Multi-Use Path System Section 7	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.	STP-U	In FY 2020 Construction, reduce \$28,737 (Federal) and \$0 (Other) for a new cost of this phase: \$1,091,813 (Federal) \$280,138 (Other) \$1,371,951 (Total Cost)
						STP-U	In FY 2019 Design, add \$28,737 (Federal) and \$0 (Other) for a new cost of this phase: \$316,195 (Federal) \$71,864 (Other) \$388,059 (Total Cost)
Louisville Metro	Jefferson	2629		Olmsted Parkways Multi-Use Path System Section 8	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.	STP-U	In FY 2019 Design, add \$34,779 (Federal) and \$0 (Other) for a new cost of this phase: \$119,119 (Federal) \$21,085 (Other) \$140,204 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
Louisville Metro	Jefferson	2630		Olmsted Parkways Multi-Use Path System Section 9	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.	STP-U	In FY 2019 Design, add \$13,840 (Federal) and \$0 (Other) for a new cost of this phase: \$152,251 (Federal) \$34,603 (Other) \$186,854 (Total Cost)
Oldham County	Oldham	321	5-434.00	LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange.		In FY 2019 Construction, reduce \$100,000 (Federal) and \$0 (Other) for a new cost of this phase: \$10,000,000 (Federal) \$0 (Other) \$10,000,000 (Total Cost)
						STP-U	Program Design in FY 2019: \$100,000 (Federal) \$0 (Other) \$100,000 (Total Cost)
Oldham County	Oldham	1427		Various Sidewalks in Oldham County	Construct various sidewalks in Oldham County	STP-U	Remove the FY 2019 Construction phase that had the following cost: \$100,000 (Federal) \$25,000 (Other) \$125,000 (Total Cost)

Administrative Modification 28
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March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
Oldham County	Oldham	1623	5-440.10	KY 1793 & Various Sidewalks	Construct sidewalks on KY 1793 from Ridgeview Drive to Settlers Point Trail.		Change Description to: Construct a sidewalk on KY 1793 from Ridgeview Drive to <u>Ridgetop Drive</u> .
						STP-U	Program Construction in FY 2019: \$100,000 (Federal) \$25,000 (Other) \$125,000 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDIANA PROJECTS							
Clarksville	Clark	2389	1700724	Blackiston Mill Road Phase II	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.	STP-U	Move Right of Way from FY 2019 to FY 2020 and combine with the existing FY 2020 Right of Way phase for a new total cost: \$349,922 (Federal) \$69,984 (Other) \$419,906 (Total Cost)
Floyd County	Floyd	2128	1400550	Charlestown Road Corridor Complete Streets	Construction of multiuse path on Charlestown Road from Sunset Drive to County Line Road.	STP-U	In FY 2020 Right of Way, reduce \$234,147 (Federal) and \$39,329 (Other) for a new cost of this phase: \$150,000 (Federal) \$37,500 (Other) \$187,500 (Total Cost)
						TAP-U	Program Right of Way in FY 2020: \$234,147 (Federal) \$46,900 (Other) \$281,047 (Total Cost)
INDOT	Clark, Floyd	NEW, Parent ID: 990	1900554	Hazard Elimination Program for Existing Roads and Streets	The Indiana Local Technical Assistance Program (LTAP) Office under agreement with Indiana Department of Transportation (INDOT) operates a roadway safety assistance program titled Hazard Elimination Program for Existing Roads and Streets (HELPERS).		Add to TIP Open to Public Date 2020
						HSIP	Program Preliminary Engineering in FY 2020: \$1,039,144 (Federal) \$115,460 (Other) \$115,604 (Total Cost)
INDOT	Clark, Floyd	2595	1801948	Various Locations in Seymour District	Bridge maintenance and repair work under a new IDIQ contract (Indefinite Delivery, Indefinite Quantity).	STP-ST	Move Construction from FY 2019 to FY 2020.

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDOT	Clark	2119	1382612	Heavy Haul Transportation Corridor	Construction of a new 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	STP-U	Remove the FY 2019 Preliminary Engineering phase that had the following cost: \$985,600 (Federal) \$246,400 (Other) \$1,232,000 (Total Cost)
						STP-U	Remove the FY 2019 Construction phase that had the following cost: \$1,154,552 (Federal) \$1,228,856 (Other) \$2,383,408 (Total Cost)
						STP-ST	Remove the FY 2019 Right of Way phase that had the following cost: \$1,435,208 (Federal) \$358,802 (Other) \$1,794,010 (Total Cost)
						STP-ST	Remove the FY 2019 Utilities phase that had the following cost: \$320,000 (Federal) \$80,000 (Other) \$400,000 (Total Cost)
						STP-ST	Remove the FY 2019 Construction phase that had the following cost: \$4,881,235 (Federal) \$1,220,309 (Other) \$6,101,544 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDOT	Clark	2119	1382612	Heavy Haul Transportation Corridor	(project continued from previous page) Construction of a new 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	SMFR	Remove the FY 2019 Right of Way phase that had the following cost: \$381,440 (Federal) \$95,360 (Other) \$476,800 (Total Cost)
						SMFR	Remove the FY 2019 Utilities phase that had the following cost: \$80,000 (Federal) \$20,000 (Other) \$100,000 (Total Cost)
						SMFR	Remove the FY 2019 Construction phase that had the following cost: \$1,258,560 (Federal) \$314,640 (Other) \$1,573,200 (Total Cost)
						Local	Remove the FY 2018 Preliminary Engineering phase that had the following cost: \$243,635 (Federal) \$60,909 (Other) \$304,544 (Total Cost)
						Local	Remove the FY 2019 Right of Way phase that had the following cost: \$753,287 (Federal) \$188,322 (Other) \$941,609 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDOT	Clark	2119	1382612	Heavy Haul Transportation Corridor	(project continued from previous page) Construction of a new 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	STP-U	Program Construction in FY 2020: \$1,154,552 (Federal) \$0 (Other) \$1,154,522 (Total Cost)
						STP-U	Program Construction Engineering in FY 2020: \$985,600 (Federal) \$0 (Other) \$985,600 (Total Cost)
						STP-ST	Program Right of Way in FY 2019: \$1,794,010 (Federal) \$0 (Other) \$1,794,010 (Total Cost)
						STP-ST	Program Utilities in FY 2019: \$400,000 (Federal) \$0 (Other) \$400,000 (Total Cost)
						STP-ST	Program Construction in FY 2020: \$2,707,144 (Federal) \$0 (Total Cost) \$2,707,144 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDOT	Clark	2119	1382612	Heavy Haul Transportation Corridor	(project continued from previous page) Construction of a new 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.		Program Right of Way in FY 2019: \$476,800 (Federal) \$0 (Other) SMFR \$476,800 (Total Cost)
							Program Utilities in FY 2019: \$100,000 (Federal) \$0 (Other) SMFR \$100,000 (Total Cost)
							Program Construction in FY 2020: \$1,573,200 (Federal) \$0 (Other) SMFR \$1,573,200 (Total Cost)
							Program Preliminary Engineering in FY 2019: \$86,434 (Federal) \$0 (Other) Group IV \$86,434 (Total Cost)
							Program Right of Way in FY 2019: \$750,887 (Federal) \$0 (Other) Group IV \$750,887 (Total Cost)
							Program Construction in FY 2020: \$3,162,679 (Federal) \$0 (Other) Group IV \$3,162,679 (Total Cost)

Administrative Modification 28
FY 2018 - FY 2021 Transportation Improvement Program
March 28, 2019

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Funding Source	Change to TIP
INDOT	Clark	2119	1382612	Heavy Haul Transportation Corridor	(project continued from previous page) Construction of a new 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	Local	Program Preliminary Engineering in FY 2019: \$0 (Federal) \$218,110 (Other) \$218,100 (Total Cost)
						Local	Program Right of Way in FY 2019: \$0 (Federal) \$190,722 (Other) \$190,722 (Total Cost)
						Local	Program Construction in FY 2020: \$0 (Federal) \$1,217,577 (Other) \$1,217,577 (Total Cost)
						Local	Program Constructon Engineering in FY 2020: \$0 (Federal) \$246,400 (Other) \$246,400 (Total Cost)