U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

December 3, 2018

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In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division Office of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following documents:

Amendment 3 to the 2018-2021 Transportation Improvement Program (TIP) and Amendment 10 to the 2035 Metropolitan Transportation Plan (MTP) for the Louisville Area Metropolitan Planning Organization (MPO) (MPO approval resolution signed on October 25, 2018)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule:

- use of the latest planning assumptions,
- use of the latest emissions model,
- use of appropriate consultation procedures,
- consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and
- provisions for timely implementation of transportation control measures in the SIP.

We found that these documents met the criteria outlined in the:

- July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes
- May 6, 2005 Transportation Conformity Rule Amendments for the New $PM_{2.5}$ NAAQS: $PM_{2.5}$ Precursors

We therefore find that these amendments conform to the 1997, 2008, and 2015 8-hour ozone and the $PM_{2.5}$ NAAQS.

Sincerely,

Thomas L. Nelson, Jr., P.E.
Division Administrator

cc: Antonio Johnson, FHWA-IN
Scott Davis, EPA-R4
Melissa Duff, KEEC-DAQ
Keith Talley Sr., Louisville Metro APCD
Barry Barker, TARC
Ron Rigney, KYTC-Program Management
Amanda Spencer, KYTC-Planning

Agenda Item #7

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 15, 2018

SUBJECT: Amendment 10 of the Horizon 2035 Metropolitan Transportation Plan
Amendment 3 of the FY 2018 – 2021 Transportation Improvement Program

Kentucky Member Counties

Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble

Indiana Member Counties

Clark
Floyd

KIPDA is proposing amendments 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 transit-related 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 currently included in, or are proposed for amendment to, the Horizon 2035 MTP. The changes include a mix of exempt and non-exempt projects. Air quality conformity analysis was required due to the inclusion of non-exempt projects. The regional emissions analysis of the Horizon 2035 MTP indicates that the plan conforms to the State Implementation Plans (SIPs) and meets the requirements of the federal conformity rule under the 1997 and 2015 8-hour ozone standards.

The proposed project changes were available for public review from September 14 through September 29, 2018 at public libraries and on the KIPDA website. Staff received comments pertinent to the projects included in these amendments. TTCC recommended TPC approval of these two amendments on October 10, 2018.

Action is requested to approve Amendment 10 to the Horizon 2035 MTP, inclusive of the project changes and transit-related performance-based planning and programming documentation.

Action is requested to approve Amendment 3 to the FY 2018 – 2021 TIP, inclusive of the project changes and transit-related performance-based planning and programming documentation.

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KIPDA
Kentuckiana Regional Planning and Development Agency

A Resolution of the Kentuckiana Regional Planning and Development Agency Transportation Policy Committee adopting Amendment #10 of the *Horizon 2035 Metropolitan Transportation Plan*

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan*, *Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of Horizon 2035, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Whereas, the KIPDA Transportation Policy Committee is to certify Horizon 2035 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, Horizon 2035, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #10 of the Horizon 2035 Metropolitan Transportation Plan to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit Horizon 2035 to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee this 25th day of October, 2018.

The Honorable William Dieruf, Chair
Transportation Policy Committee

Larry Chaney, Recording Secretary
KIPDA Transportation Division Director

KIPDA
Kentuckiana Regional Planning and Development Agency

A Resolution of the Kentuckiana Regional Planning and Development Agency Transportation Policy Committee adopting Amendment #3 of the *FY 2018 – FY 2021 Transportation Improvement Program*

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

Whereas, *the FY 2018 – FY 2021 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is a subset of Horizon 2035, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

Whereas, *the FY 2018 – FY 2021 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2017 – 2020 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2018 – 2021 STIP, respectively, and will become part of the end of fiscal year "fiscal constraint" recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that the *FY 2018 – FY 2021 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the October 25, 2018 meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

Be it further resolved, that the KIPDA staff is authorized to transmit the *FY 2018 – FY 2021 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee this 25th day of October, 2018.

The Honorable William Dieruf, Chair
Transportation Policy Committee

Larry Chaney, Recording Secretary
KIPDA Transportation Division Director

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KENTUCKY PROJECTS							
KYTC	Jefferson	128	5-323.01 5-323.03	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles. From MP 0.54 to MP 3.148.	Change Open to Public date from 2021 to 2024.	Non-Exempt, no change to model
KYTC	Oldham	147	5-234.00	KY 393	Relocate and widen KY 393 from 2 to 3 lanes (3rd lane will be a center turn lane) from I-71 to north of KY 146 (LaGrange Road). KY 393 reconstruct from northern ramp of I-71 to north of KY 146 (stations 10+100 to 12+100). Project length is 0.9 miles.	Change Open to Public date from 2017 to 2022.	Non-Exempt
KYTC	Jefferson	154	5-247.10 5-247.11	KY 1450	Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway). Approximately 1.669 miles. From MP 1.873 to MP 3.542.	Change Open to Public date from 2018 to 2023.	Non-Exempt
KYTC	Jefferson	179	5-549.00 5-549.01	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	Change description to: Reconstruction of the I-265/I-64 interchange. From MP 24.6 to MP 26.4. Project will evaluate a Spill Thru Flyover Interchange configuration as a potential solution to eliminate all four weaving segments of the existing interchange.	Non-Exempt
KYTC	Jefferson	213	5-531.00	KY 1932	Widen KY 1932 (Chenoweth Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles.	Change description to: Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.), approx. 1.07 miles. From MP 5.523 to MP 6.590. Change Open to Public date from 2020 to 2022.	Non-Exempt
KYTC	Jefferson	365	5-122.00	KY 1065	KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road).	Change Open to Public date from 2018 to 2022.	Non-Exempt

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson	389	5-553.00	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 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 MP 12.275.	Change description to: 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 MP 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 MP 12.275. Change Open to Public date from 2016 to 2021.	Non-Exempt
KYTC	Jefferson	407	5-554.00	I-265	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from I-65 to US 31E (Bardstown Road). Intent would be to widen to inside. Approximately 7.0 miles.	Change description to: Improve safety and reduce congestion on I-265 from I-65 to US 31E. From MP 10.25 to 17.3. Project will evaluate widening to the inside from 4 to 6 lanes. Change Open to Public date from 2021 to 2028.	Non-Exempt
KYTC	Jefferson	435		KY 1065	Widen KY 1065 (Outer Loop) from 2 to 5 lanes (5th lane will be a center turn lane) from 3rd Street Road to KY 1020.	Change Open to Public date from 2018 to 2026.	Non-Exempt
KYTC	Jefferson	436		KY 1065	Widen KY 1065 (Outer Loop) from 4 to 6 lanes from I-65 to KY 2052 (Shepherdsville Road).	Change Open to Public date from 2016 to 2030.	Non-Exempt
KYTC	Jefferson	446		KY 1931	Widen KY 1931 (Manslick Road) from 2 to 3 lanes from KY 1931 (Saint Andrews Church Road) to I-264 (Henry Watterson Expressway).	Change Open to Public date from 2020 to 2030.	Non-Exempt
KYTC	Jefferson	448	5-443.00	KY 2053	Reconstruct KY 2053 (Mount Washington Road) as a 3 lane road (3rd lane will be a center turn lane) from KY 61 (Preston Highway) to KY 864 (Cedar Creek Road). Third lane would be a 2-way left turn lane.	Remove from Plan.	Non-Exempt

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson	465	5-437.01	KY 907	Widen KY 907 and KY 1020 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to Strawberry Lane. The design will include the consideration of bicycle and pedestrian facilities. Project length is 1.1 miles	Change description to: Widen KY 907 and KY 1020 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to Strawberry Lane. The design will include the consideration of bicycle and pedestrian facilities. Project length is 1.4 miles. Change Open to Public date from 2020 to 2030.	Non-Exempt
KYTC	Jefferson	467		KY 1931	Widen KY 1931 (Saint Andrews Church Road) from 2 to 3 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road).	Remove from Plan.	Non-Exempt
KYTC	Jefferson	469		KY 155	Add 1 travel lane in each direction (4 to 6 lanes) on KY 155 (Taylorsville Road) from Browns Lane/Hikes Lane to KY 1747 (Hurstbourne Parkway).	Change Open to Public date from 2016 to 2030.	Non-Exempt
KYTC	Bullitt/ Jefferson	491	5-550.00	I-65	Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway). Approximately 20.5 miles. From MP 104.788 to MP 123.18.	Add to Plan Open to Public date 2030 Total Project Cost: $290,760,000	Non-Exempt
KYTC	Jefferson	956	5-8908.00	KY 155	Widen KY 155 (Taylorsville Road) from 2 to 4 lanes from I-265 to KY 148. Approximately 2.0 miles.	Change description to: Widen KY 155 (Taylorsville Road) to 3 lanes from I-265 to KY 148. Change Open to Public date from 2020 to 2025.	Non-Exempt
KYTC	Jefferson	958	5-537.00 5-537.01 5-537.02	I-265	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from Taylorsville Road to I-71. Approximately 11.3 miles. From MP 23.409 to MP 34.727.	Change Open to Public date from 2023 to 2025.	Non-Exempt
KYTC	Jefferson	959	5-558.00	I-265	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Approximately 6.0 miles.	Change description to: Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). From MP 17.3 to MP 23.1. Project will evaluate widening to the inside from 4 to 6 lanes. Change Open to Public date from 2020 to 2029.	Non-Exempt
KYTC	Oldham	1252	5-388.00	KY 53	Widen KY 53 (LaGrange-Ballardsville Road) from a 2 lane road to 3 lanes by adding a center turn lane from KY 22 at Ballardsville to Zhale Smith Road.	Remove from Plan.	Non-Exempt

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson	1264		KY 1931	Widen KY 1931 (Manslick Road/Saint Andrews Church Road) from 2 to 4 lanes from US 31 W (Dixie Highway) to I-264.	Remove from Plan.	Non-Exempt
KYTC	Jefferson	1267		Phillips Lane	Widen Phillips Lane from 2 to 4 lanes with median from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive).	Change Open to Public date from 2016 to 2030.	Non-Exempt
KYTC	Oldham	1271	5-441.01	US 42	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.	Change Open to Public date from 2020 to 2021.	Exempt, can be modeled
KYTC	Jefferson	1396	5-8205.00	KY 2053	Widen KY 2053 (Mount Washington Road) from 2 to 3 lanes (3rd lane is center turn lane): Phase 1 - from KY 61 (Preston Highway) to Penn Run Creek (Open to public date is 2012); Phase 2 - from Penn Run Creek to KY 864 (Cedar Creek Road) (Open to public date is 2020). Project length: Phase 1 - 1.6 mi; Phase 2 - 1.2 mi.; total - 2.8 mi.	Change Open to Public date from 2020 to 2030.	Non-Exempt
KYTC	Jefferson	1478	5-48.1 5-48.11	I-71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 miles. From MP 0 to MP 2.5.	Change Open to Public date from 2019 to 2024.	Non-Exempt
KYTC	Jefferson	1480	5-48.3	I-71	Reconstruction of the I-71/I-265 (Gene Snyder Freeway) interchange including a possible flyover ramp from I-265 northbound to I-71 southbound.	Change Open to Public date from 2020 to 2030.	Non-Exempt
KYTC	Oldham	1487	5-403.01	KY 22	Reconstruct KY 22 from Pryor Avenue in Crestwood easterly to KY-393 (Centerfield Drive). Pryor Avenue to KY 329B - 3 lane section with center turn lane. KY 329B to KY 393 - 5 lane section with center turn lane. KY 393 to Centerfield Drive - 3 lane section with center turn lane.	Remove from Plan.	Non-Exempt
KYTC	Oldham	1488	5-304.10	KY 22/KY 146	Reconstruct KY 22 widening it from 2 to 3 lanes (3rd lane will be a center-turn lane) from KY 329 to KY 329B and from 2 to 5 lanes (5th lane will be a center-turn lane) from KY 329B to Abbott Lane.	Change description to: Reconstruct KY 22/KY 146 from Pryor Avenue to KY 329B - 3 lane section with center turn lane. From MP 3.250 to MP 3.929. Change Open to Public date from 2021 to 2030.	Non-Exempt
KYTC	Oldham	1489	5-304.20	KY 22	Reconstruct KY 22 to 5 lanes from Abbott Lane to KY 393 intersection and continuing with 3 lanes to old KY 393 (Centerfield Drive). Both segments will have a center turn lane.	Change description to: Reconstruct KY 22 to 3 lanes from Abbott Lane to Centerfield Drive with a center turn lane. MP 5.32 to MP 7.50. Change Open to Public date from 2022 to 2030.	Non-Exempt

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Bullitt	1490	5-391.00	KY 480	Widen KY 480 from 3 to 5 lanes (3rd lane is presently a center turn lane--project adds a travel lane in each direction) from I-65 to the Industrial Park (Omega Parkway in Cedar Grove Business Center), from 3 to 4 lanes from the Industrial Park (Omega Parkway in Cedar Grove Business Center) to Cedar Grove Elementary School, and from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Grove Elementary School to Valley View Drive.	Change Open to Public date from 2017 to 2024.	Non-Exempt
KYTC	Bullitt	1491	5-150.01	KY 44	Reconstruct KY 44 widening it from 2 to 5 lanes (5th lane will be a center-turn lane) from I-65 to Mount Washington.	Change Open to Public date from 2018 to 2030.	Non-Exempt
KYTC	Bullitt	1790	5-8509.00	KY 245	Widen KY 245 from 2 to 4 lanes from the Bernheim Forest to the Community College. Project length is 1.990 miles, from MP 4.425 to MP 6.415.	Change Open to Public date from 2019 to 2025.	Non-Exempt
KYTC	Bullitt	1816	5-391.20	KY 480	Widen Cedar Grove Road (KY 480) from 2 to 5 lanes from Cedar Grove Elementary School to Valley View Drive. From: MP 2.01 to MP 2.84.	Change Open to Public date from 2018 to 2024.	Non-Exempt
KYTC	Jefferson	1817	5-8502.00	KY 1020	Widen KY 1020 (National Turnpike) from 2 to 3 lanes (3rd lanes will be a center turn lane) from Fairdale Road (MP 0.615) to South Park Road (MP 2.669).	Change Open to Public date from 2016 to 2030.	Non-Exempt
KYTC	Jefferson	1819	5-8203.00	KY 1819	Spot improvements to KY 1819 (Billtown Road) between Easum Road and Colonnades Road. Project length is 1.1 mi.	Change description to: Reconstruct Billtown Road from north of Colonnades Places to south of Easum Road. From MP 6.9 to MP 8.1. Change Open to Public date from 2018 to 2025.	Non-Exempt
KYTC	Jefferson	1824	5-8503.00	KY 2055	Widen KY 2055 (Mount Holly Rd.) from 2 to 3 lanes from KY 1020 (National Turnpike) to Fairdale Road. Project length is 1.4 mi.	Change Open to Public date from 2016 to 2030.	Non-Exempt
KYTC	Jefferson	1922	5-804.00	I-264/US 42	Reconstruct the Watterson Expressway Interchange at US-42 including slip ramp to KY 22. Ultimate rebuild of interchange as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.	Change description to: Reconstruction/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). From MP 20.9 to MP 22.6. Ultimate rebuild of interchange as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study. Change Open to Public date from 2022 to 2025.	Non-Exempt, no change to model

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson/ Oldham	1936, Parent ID: 198	5-367.20 5-367.21	Old Henry Road	Extend Old Henry Road as a 3 lane roadway (3rd lane will be a center turn lane) from I-265 east to Ash Avenue (KY 362).	Change description to: Extension of Old Henry Road east to Ash Avenue (KY 362). From MP 1.621 to MP 3.475. Current design proposes a 3 lane roadway (3rd lane will be a center turn lane) from I-265 East to Ash Avenue (KY 362).	Non-Exempt
KYTC	Jefferson/ Oldham	198	5-367.00	Old Henry Road	Construct new 4 lane route from Old Henry Road interchange at I-265 (Gene Snyder Freeway) to KY 22 in the vicinity of KY 329B (Crestwood Bypass).	Change Open to Public date from 2020 to 2030.	Non-Exempt
KYTC	Oldham	1937	5-8708.00	Ring Road	Construction of a new 4 lane connector between the new I-71 overpass and KY 53, including intersection improvements at KY 53 and Blakemore Lane.	Change Open to Public date from 2015 to 2018.	Non-Exempt
KYTC	Bullitt	2069	5-8709.00	KY 480/KY 44 Connector	Construct a new 3 lane road with 3rd lane as a center-turn lane from KY 480 to KY 44, with a Salt River crossing, east of Shepherdsville.	Change Open to Public date from 2018 to 2030.	Non-Exempt
KYTC	Bullitt	2070	5-8710.00	Northwest Mt. Washington Connector	Construct a new 3 lane road with 3rd lane as a center-turn lane, northwest of Mt. Washington from US 31E to KY 2706.	Change Open to Public date from 2018 to 2030.	Non-Exempt
KYTC	Jefferson	2121	5-559.00 5-559.01	I-65	Operational improvements to reduce congestion and improve safety at the I-65/I264 interchange. From MP 129.29 to MP 131.59.	Change Open to Public date from 2025 to 2029.	Non-Exempt
KYTC	Jefferson	2129		KY 907	Construct minor roadway improvements to KY 907 (Southside Drive) from KY 1865 (New Cut Road) to Strawberry Lane. Project length is 1.1 miles.	Change Open to Public date from 2019 to 2024.	Non-Exempt
KYTC	Jefferson	2147	5-8810.00	KY 1931	Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.	Change Open to Public date from 2020 to 2026.	Non-Exempt
KYTC	Jefferson	2148	5-8611.00	KY 2053	Improve and widen Mount Washington Road from KY 61 (Preston Highway) to Penn Run Creek bridge.	Remove from Plan.	Non-Exempt
KYTC	Bullitt	2193	5-391.30	I-65	Improvements to the I-65/KY 480 interchange including ramp improvements and turning lanes. From MP 1.1 to MP 1.11.	Change description to: Improve operational performance of the I-65/KY 480 interchange including ramp improvements and turning lanes. From MP 0.80 to MP 1.30. Change Open to Public date from 2021 to 2026.	Non-Exempt
KYTC	Jefferson	2382	5-539.00	I-71	Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265. From MP 8.6 to MP 9.5	Change Open to Public date from 2017 to 2020.	Non-Exempt, no change to model

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson	NEW	5-560.00	I-65	Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. From MP 124.7 to MP 125.7. This project is a study only.	Add to Plan Open to Public date 2023 Total Project Cost: $400,000	Exempt
KYTC	Jefferson	NEW	5-556.00	I-71	Improve safety and reduce congestion on I-71 from Zorn Ave to I-264. From MP 2.00 to MP 5.00. Project will evaluate widening to the inside from 4 to 6 lanes.	Add to Plan Open to Public date 2030 Total Project Cost: $27,714,000	Non-Exempt
KYTC	Oldham	NEW	5-483.30 5-483.31	I-71	Construct new I-71 interchange between KY 393 and KY 53 to relieve congestion in LaGrange. From MP 20.00 to 21.00.	Add to Plan Open to Public date 2023 Total Project Cost: $18,400,000	Non-Exempt
KYTC	Oldham	NEW	5-483.10	I-71	Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0).	Open to Public date 2025 Total Project Cost: $31,100,000	Non-Exempt
KYTC	Oldham	NEW	5-8852.00	KY 53	Design for improving KY 53 from Zhale Smith Road to KY 22 (total 3.2 miles). From MP 3.068 to MP 5.685. Project will evaluate 3 lane section from Zhale Smith Road to KY 22.	Add to Plan Open to Public date 2026 Total Project Cost: $39,400,000	Non-Exempt
KYTC	Jefferson	NEW	5-80006.00	KY 841	Construct new interchange on KY 841 at the Renaissance South Business Park.	Add to Plan Open to Public date 2022 Total Project Cost: $25,000,000	Non-Exempt
KYTC	Jefferson	NEW	5-555.00	KY 1747	Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64. From MP 10.5 to MP 11.995. This project is a study only.	Add to Plan Open to Public date 2026 Total Project Cost: $3,436,279	Non-Exempt
KYTC	Jefferson	NEW	5-80003.00	Plantside Drive & Rehl Road & Taylorsville Road	Extend Plantside Drive from Rehl Road to Taylorsville Road	Open to Public date 2026 Total Project Cost: $23,663,000	Non-Exempt
KYTC	Oldham/ Shelby	NEW	5-564.00	Regional Connector	Study new connection between I-65 in Bullitt County to I-64 in Shelby County to I-71 in Oldham County.	Open to Public date 2020 Total Project Cost: $2,000,000	Non-Exempt
KYTC	Jefferson	479		US 60	Add 1 travel lane in each direction on US 60 (Shelbyville Road) from KY 1747 (Hurstbourne Parkway) to I-265 (Gene Snyder Freeway).	Change Open to Public date from 2021 to 2030.	Non-Exempt
KYTC	Jefferson/ Shelby	390	5-80000.00	I-64	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.	Change description to: Eastwood Fisherville connector to I-64. Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road. Change Open to Public date from 2021 to 2029.	Non-Exempt

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Amendment 10 of Horizon 2035 Metropolitan Transportation Plan

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
KYTC	Jefferson	NEW	5-557.00	I-71	Improve safety and reduce congestion on I-71 from Zorn Ave. to I-265. From MP 2.00 to MP 9.00. Project will evaluate widening to the inside from 4 to 6 lanes.	Add to Plan Open to Public date 2030 Total Project Cost: $89,714,000	Non-Exempt
KYTC	Oldham	NEW	5-80005.00	I-71	Improve the interchange of I-71 and KY 329. Project will evaluate: - Signalizing SB I-71 on and off ramps - Add left turn lane on KY 329 for left turns onto SB I-71 ramp - Multi-use path along KY 329 - Various sight distance improvements	Add to Plan Open to Public date 2025 Total Project Cost: $4,240,000	Non-Exempt
Louisville Metro Transportation	Jefferson	1810		One-Way Street Conversion to Two-Way Phase 2	Design and construction for the conversion of the following one-way street in downtown Louisville to two-way traffic flow: Main Street (2nd Street to Story Avenue).	Change Open to Public date from 2020 to 2022.	Non-Exempt
Louisville Metro Transportation	Jefferson	1823	5-8400.00	McNeely Lake Park Road	Design and construct (phase 1) of a new North/South Park Road west of McNeely Lake from Cooper Chapel Road to Mount Washington Road. Project length is 2.0 mi.	Remove from Plan.	Non-Exempt
Louisville Metro Transportation	Jefferson	1928	5-8401.00	McNeely Lake Park Road	Design and construct (Phase 2) connection from south McNeely Lake Access area to Phase 1.	Remove from Plan.	Non-Exempt
Louisville Metro Transportation	Jefferson	2161	5-8402.00	KY 2053	Design and construct phase 3 of a new north/south park road, including shared used path, on east side of lake traversing Quail Chase Golf Course to connect to the southern portion of McNeely Lake, Mount Washington Road, and Cedar Creek Road. Includes 03034.00.	Remove from Plan.	Non-Exempt
Oldham County	Oldham	NEW		Commerce Parkway Widening	Widen Commerce Parkway from Parker Drive to KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared use path.	Add to Plan Open to Public date 2026 Total Project Cost: $17,500,000	Non-Exempt
Oldham County	Oldham	NEW		Kenwood Road	Construct a new urban roadway section to connect KY 146 and KY 329 Bypass (Veterans Memorial Parkway) in Crestwood. The proposed facility will be three lanes with a continuous, center left-turn lane, curb and gutter, a sidewalk, and a potential traffic signal.	Add to Plan Open to Public date 2024 Total Project Cost: $3,279,688	Non-Exempt
TARC	Region-wide	1940		TARC Services Expansion	TARC Services expansion in various Metro areas based on development patterns and users' requests.	Change Open to Public date from 2016 to 2020.	Non-Exempt, no change to model

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PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis
INDIANA PROJECTS							
INDOT	Clark	NEW	1700135	I-65 Road Reconstruction	District Pavement project, with Road Reconstruction on I-65, 2.78 miles S of IN 160 to IN 56.	Add to Plan Open to Public date 2023 Total Project Cost: $104,243,431	Exempt
INDOT	Clark	NEW	1801686	IN 62 Slide Correction	Erosion control/Landslide control on IN 62, 3 miles W of IN 3.	Add to Plan Open to Public date 2023 Total Project Cost: $383,808	Exempt
INDOT	Clark	NEW	1800375	US 31 Intersection Improvement Project	District Intersection Improvement Project with Added Turn Lanes on US 31 at Perry Crossing Road/Bud Prather Road.	Open to Public date 2023 Total Project Cost: $1,311,719	Non-Exempt

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PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KENTUCKY PROJECTS								
KYTC	Jefferson	128	5-323.01 5-323.03	KY 1931	Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles. From MP 0.54 to MP 3.148.	Non-Exempt, no change to model	Remove Construction in FY 2020	STP-ST
KYTC	Jefferson	154	5-247.10 5-247.11	KY 1450	Widen KY 1450 (Blue Lick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 61 (Preston Highway). Approximately 1.669 miles. From MP 1.873 to MP 3.542.	Non-Exempt	Remove Construction in FY 2018	STP-ST
							Program Construction in FY 2020: $4,500,000 (Federal) $0 (Other) $4,500,000 (Total Cost)	STP-ST
							Program Construction in FY 2021: $6,500,000 (Federal) $0 (Other) $6,500,000 (Total Cost)	STP-ST
KYTC	Jefferson	179	5-549.00 5-549.01	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	Non-Exempt	Change description to: Reconstruction of the I-265/I-64 interchange. From MP 24.6 to MP 26.4. Project will evaluate a Spill Thru Flyover Interchange configuration as a potential solution to eliminate all four weaving segments of the existing interchange.	
							Program Design in FY 2018: $1,460,000 (Federal) $0 (Other) $1,460,000 (Total Cost)	IM
							Program Design in FY 2018: $1,000,000 (Federal) $0 (Other) $1,000,000 (Total Cost)	NHS
							Remove Construction in FY 2019	IM
							Program Right of Way in FY 2019: $1,000,000 (Federal) $0 (Other) $1,000,000 (Total Cost)	NHS
							Program Utilities in FY 2019: $1,000,000 (Federal) $0 (Other) $1,000,000 (Total Cost)	NHS
							Remove Construction in FY 2020	IM
							Program Construction in FY 2020: $10,000,000 (Federal) $0 (Other) $10,000,000 (Total Cost)	NHS
							Remove Construction in FY 2021	IM
							Program Construction in FY 2021: $15,000,000 (Federal) $0 (Other) $15,000,000 (Total Cost)	NHS

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Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson	213	5-531.00	KY 1932	Widen KY 1932 (Chenoweth Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles.	Non-Exempt	Change Open to Public date from 2020 to 2022. Move Right of Way from FY 2018 to FY 2019. *** Add $492,000 (Federal) and $0 (Other) for a new cost of this phase: $707,000 (Federal) $0 (Other) $707,000 (Total Cost) ***	 STP-U
KYTC	Jefferson	389	5-553.00	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 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 MP 12.275.	Non-Exempt	Add to TIP Open to Public date 2021 Program Preliminary Engineering in FY 2019: $250,000 (Federal) $0 (Other) $250,000 (Total Cost)	 NHS
KYTC	Jefferson	407	5-554.00	I-265	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from I-65 to US 31E (Bardstown Road). Intent would be to widen to inside. Approximately 7.0 miles.	Non-Exempt	Add to TIP Open to Public date 2028 Program Preliminary Engineering in FY 2021: $1,000,000 (Federal) $0 (Other) $1,000,000 (Total Cost)	 NHS
KYTC	Bullitt/ Jefferson	491	5-550.00	I-65	Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway). Approximately 20.5 miles. From MP 104.788 to MP 123.18.	Non-Exempt	Add to TIP Open to Public date 2030 Program Preliminary Engineering in FY 2020: $250,000 (Federal) $0 (Other) $250,000 (Total Cost)	 NHS
KYTC	Jefferson	956	5-8908.00	KY 155	Widen KY 155 (Taylorsville Road) from 2 to 4 lanes from I-265 to KY 148. Approximately 2.0 miles.	Non-Exempt	Add to TIP Open to Public date 2025 Program Preliminary Engineering in FY 2019: $0 (Federal) $915,000 (Other) $915,000 (Total Cost) Program Design in FY 2020: $0 (Federal) $1,495,000 (Other) $1,495,000 (Total Cost)	 State State

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Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson	958	5-537.00 5-537.01 5-537.02	I-265	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from Taylorsville Road to I-71. Approximately 11.3 miles. From MP 23.409 to MP 34.727.	Non-Exempt	Remove Right of Way in FY 2018	
							Program Design in FY 2018: $5,800,000 (Federal) $0 (Other) $5,800,000 (Total Cost)	NHS
							Program Right of Way in FY 2020: $1,580,000 (Federal) $0 (Other) $1,580,000 (Total Cost)	NHS
							In FY 2020 Utilities, increase $80,000 (Federal) and $0 (Other) for a new project cost of: $2,080,000 (Federal) $0 (Other) $2,080,000 (Total Cost)	NHS
							Remove Construction in FY 2021	NHS
							Program Right of Way in FY 2021: $1,580,000 (Federal) $0 (Other) $1,580,000 (Total Cost)	NHS
							Program Utilities in FY 2021: $2,080,000 (Federal) $0 (Other) $2,080,000 (Total Cost)	NHS
KYTC	Oldham	1271	5-441.01	US 42	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection.	Exempt, can be modeled	Change Open to Public date from 2020 to 2021.	
							Program Design in FY 2018: $51,000 (Federal) $0 (Other) $51,000 (Total Cost) ***	STP-U
							Move Construction from FY 2018 to FY 2019. ***	STP-U
KYTC	Jefferson	1478	5-48.1 5-48.11	I-71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 miles. From MP 0 to MP 2.5.	Non-Exempt	Add to TIP Open to Public date 2024	
							Program Design in FY 2019: $800,000 (Federal) $0 (Other) $800,000 (Total Cost)	NHS
							Program Right of Way in FY 2020: $1,500,000 (Federal) $0 (Other) $1,500,000 (Total Cost)	NHS
							Program Utilities in FY 2020: $1,00,000 (Federal) $0 (Other) $1,00,000 (Total Cost)	NHS

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Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson	1922	5-804.00	I-264/US 42	Reconstruct the Watterson Expressway Interchange at US-42 including slip ramp to KY 22. Ultimate rebuild of interchange as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.	Non-Exempt, no change to model	Change description to: Reconstruction/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). From MP 20.9 to MP 22.6. Ultimate rebuild of interchange as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.	
							Remove Right of Way in FY 2019	NHS
							Remove Utilities in FY 2020	NHS
							Remove Construction in FY 2020	NHS
							Remove Construction in FY 2021	NHS
							Program Right of Way in FY 2021: $5,280,000 (Federal) $0 (Other) $5,280,000 (Total Cost)	NHS
							Program Utilities in FY 2021: $1,270,000 (Federal) $0 (Other) $1,270,000 (Total Cost)	NHS
KYTC	Jefferson/ Oldham	1936, Parent ID: 198	5-367.20 5-367.21	Old Henry Road	Extend Old Henry Road as a 3 lane roadway (3rd lane will be a center turn lane) from I-265 east to Ash Avenue (KY 362).	Non-Exempt	Add to TIP Open to Public date 2024	
							Change description to: Extension of Old Henry Road east to Ash Avenue (KY 362). From MP 1.621 to MP 3.475. Current design proposes a 3 lane roadway (3rd lane will be a center turn lane) from I-265 East to Ash Avenue (KY 362).	
							Program Construction in FY 2021: $0 (Federal) $10,000,000 (Other) $10,000,000 (Total Cost)	State
KYTC	Jefferson	2121	5-559.00 5-559.01	I-65	Operational improvements to reduce congestion and improve safety at the I-65/I264 interchange. From MP 129.29 to MP 131.59.	Non-Exempt	Add to TIP Open to Public date 2029	
							Program Preliminary Engineering in FY 2019: $500,000 (Federal) $0 (Other) $500,000 (Total Cost)	NHS
							Program Design in FY 2021: $3,000,000 (Federal) $0 (Other) $3,000,000 (Total Cost)	NHS

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Amendment 3 of FY 2018 - FY 2021 Transportation Improvement Program

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson/ Oldham	2152	5-483.00 5-483.01 5-483.02	I-71	Widen priority section of I-71 between I-265 and Crestwood from 4 to 6 lanes.	Non-Exempt, no change to model	In FY 2018 Right of Way, reduce $500,000 (Federal) and $0 (Other) for a new phase cost of: $500,000 (Federal) $0 (Other) $500,000 (Total Cost)	NHS
							Program Construction in FY 2019: $15,000,000 (Federal) $0 (Other) $15,000,000 (Federal)	NHS
							In FY 2020 Construction, reduce $30,000,000 (Federal) and $0 (Other) for a new phase cost of: $15,000,000 (Federal) $0 (Other) $15,000,000 (Total Cost)	NHS
							Program Construction in FY 2021: $30,000,000 (Federal) $0 (Other) $30,000,000 (Total Cost)	NHS
KYTC	Bullitt	2193	5-391.30	I-65	Improvements to the I-65/KY 480 interchange including ramp improvements and turning lanes. From MP 1.1 to MP 1.11.	Non-Exempt	Remove Construction in FY 2018	NHS
KYTC	Jefferson	2382	5-539.00	I-71	Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265. From MP 8.6 to MP 9.5	Non-Exempt, no change to model	Program Construction in FY 2019: $5,400,000 (Federal) $0 (Other) $5,400,000 (Total Cost)	NHS
KYTC	Jefferson	NEW	5-560.00	I-65	Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. From MP 124.7 to MP 125.7. This project is a study only.	Exempt	Add to TIP Open to Public date 2023	
							Program Design in FY 2021: $400,000 (Federal) $0 (Other) $400,000 (Total Cost)	NHS

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Amendment 3 of FY 2018 - FY 2021 Transportation Improvement Program

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Oldham	NEW	5-483.30 5-483.31	I-71	Construct new I-71 interchange between KY 393 and KY 53 to relieve congestion in LaGrange. From MP 20.00 to 21.00.	Non-Exempt	Add to TIP Open to Public date 2023	
							Program Design in FY 2018: $1,000,000 (Federal) $0 (Other) $1,000,000 (Total Cost)	NHS
							Program Design in FY 2019: $0 (Federal) $500,000 (Other) $500,000 (Total Cost)	State
							Program Right of Way in FY 2019: $3,000,000 (Federal) $0 (Other) $3,000,000 (Total Cost)	NHS
							Program Utilities in FY 2019: $1,900,000 (Federal) $0 (Other) $1,900,000 (Total Cost)	NHS
							Program Construction in FY 2020: $6,000,000 (Federal) $0 (Other) $6,000,000 (Total Cost)	NHS
							Program Construction in FY 2021: $6,000,000 (Federal) $0 (Other) $6,000,000 (Total Cost)	NHS
KYTC	Oldham	NEW	5-483.10	I-71	Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0).	Non-Exempt	Add to TIP Open to Public date 2025	
							Program Design in FY 2019: $3,500,000 (Federal) $0 (Other) $3,500,000 (Total Cost)	NHS
KYTC	Oldham	NEW	5-8852.00	KY 53	Design for improving KY 53 from Zhale Smith Road to KY 22 (total 3.2 miles). From MP 3.068 to MP 5.685. Project will evaluate 3 lane section from Zhale Smith Road to KY 22.	Non-Exempt	Add to TIP Open to Public date 2026	
							Program Design in FY 2020: $0 (Federal) $2,000,000 (Other) $2,000,000 (Total Cost)	State

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Amendment 3 of FY 2018 - FY 2021 Transportation Improvement Program

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson	NEW	5-80006.00	KY 841	Construct new interchange on KY 841 at the Renaissance South Business Park.	Non-Exempt	Add to TIP Open to Public date 2022	
							Program Preliminary Engineering in FY 2018: $0 (Federal) $500,000 (Other) $500,000 (Total Cost)	Local
							Program Design in FY 2019: $0 (Federal) $2,000,000 (Other) $2,000,000 (Total Cost)	Local
							Program Construction in FY 2021: $0 (Federal) $12,500,000 (Other) $12,500,000 (Total Cost)	State
KYTC	Jefferson	NEW	5-555.00	KY 1747	Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64. From MP 10.5 to MP 11.995. This project is a study only.	Non-Exempt	Add to TIP Open to Public date 2026	
							Program Preliminary Engineering in FY 2019: $250,000 (Federal) $0 (Other) $250,000 (Total Cost)	NHS
KYTC	Jefferson	NEW	5-80003.00	Plantside Drive & Rehl Road & Taylorsville Road	Extend Plantside Drive from Rehl Road to Taylorsville Road	Non-Exempt	Add to TIP Open to Public date 2026	
							Program Design in FY 2020: $0 (Federal) $750,000 (Other) $750,000 (Total Cost)	State
KYTC	Bullitt/ Oldham/ Shelby	NEW	5-564.00	Regional Connector	Study new connection between I-65 in Bullitt County to I-64 in Shelby County to I-71 in Oldham County.	Non-Exempt	Add to TIP Open to Public date 2020	
							Program Preliminary Engineering in FY 2019: $2,000,000 (Federal) $0 (Other) $2,000,000 (Total Cost)	STP-ST
KYTC	Jefferson	NEW, Parent ID: 479	5-80001.00	US 60	Widen US 60 to six lanes from Old Shelbyville Road to North English Station Road.	Non-Exempt	Add to TIP Open to Public date 2024	
							Program Design in FY 2019: $0 (Federal) $1,255,000 (Other) $1,255,000 (Total Cost)	State
							Program Right of Way in FY 2021: $0 (Federal) $550,000 (Other) $550,000 (Total Cost)	State
KYTC	Jefferson/ Shelby	390	5-80000.00	I-64	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.	Non-Exempt	Add to TIP Open to Public date 2029	
							Program Preliminary Engineering in FY 2018: $0 (Federal) $750,000 (Other) $750,000 (Total Cost)	State

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Amendment 3 of FY 2018 - FY 2021 Transportation Improvement Program

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	Jefferson	2147, Parent ID: 467	5-8810.00	KY 1931	Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes. From MP 4.561 to MP 5.500.	Non-Exempt	Change Open to Public date from 2020 to 2026. Remove Construction in FY 2018: $6,080,000 (Federal) $0 (Other) $6,080,000 (Total Cost)	 STP-ST
KYTC	Jefferson	NEW	5-557.00	I-71	Improve safety and reduce congestion on I-71 from Zorn Ave. to I-265. From MP 2.00 to MP 9.00. Project will evaluate widening to the inside from 4 to 6 lanes.	Non-Exempt	Program Preliminary Engineering in FY 2019: $2,000,000 (Federal) $0 (Other) $2,000,000 (Total Cost)	 NHS
KYTC	Oldham	NEW	5-80005.00	I-71	Improve the interchange of I-71 and KY 329. Project will evaluate: - Signalizing SB I-71 on and off ramps - Add left turn lane on KY 329 for left turns onto SB I-71 ramp - Multi-use path along KY 329 - Various sight distance improvements	Non-Exempt	Program Design in FY 2019: $250,000 (Federal) $0 (Other) $250,000 (Total Cost)	 State
KYTC	Bullitt	NEW, Parent ID: 1491	5-150.50	KY 44 from US 31EX to US 31E Bypass	SECTION 5 - FROM US-31EX TO US-31E BYPASS. (2008BOPC). KY 44 From: MP 22.8 To: MP 23.25 Comes from Parent Project 5-150.01 KIPDA ID #1491 described as:	Non-Exempt	Add to TIP Open to Public date 2027 Program Design in FY 2019: $0 (Federal) $1,000,000 (Other) $1,000,000 (Total Cost)	 State
Louisville Metro Transportation	Jefferson	1810		One-Way Street Conversion to Two-Way Phase 2	Design and construction for the conversion of the following one-way street in downtown Louisville to two-way traffic flow: Main Street (2nd Street to Story Avenue).	Non-Exempt	Remove FY 2018 Design that was programmed for: $60,000 (Federal) $13,500 (Other) $73,500 (Total Cost) Remove FY 2019 Construction that was programmed for: $600,000 (Federal) $135,000 (Other) $735,000 (Total Cost)	STP-U STP-U
Oldham County	Oldham	NEW		Commerce Parkway Widening	Widen Commerce Parkway from Parker Drive to KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared use path.	Non-Exempt	Add to TIP Open to Public date 2026 Program Design in FY 2020: $0 (Federal) $1,650,000 (Other) $1,650,000 (Total Cost)	 Local
Oldham County	Oldham	NEW		Kenwood Road	Construct a new urban roadway section to connect KY 146 and KY 329 Bypass (Veterans Memorial Parkway) in Crestwood. The proposed facility will be three lanes with a continuous, center left-turn lane, curb and gutter, a sidewalk, and a potential traffic signal.	Non-Exempt	Add to TIP Open to Public date 2024 Program Design in FY 2020: $0 (Federal) $468,750 (Other) $468,750 (Total Cost)	 Local

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Amendment 3 of FY 2018 - FY 2021 Transportation Improvement Program

PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR October 25, 2018

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Effect on AQ Analysis	Change to TIP	Funding Source
INDIANA PROJECTS								
INDOT	Clark	2409	1602144	US 31 Concrete Pavement Restoration	Concrete Pavement Restoration (CPR) on US 31 located 4.12 miles south of IN 265 (Stansifer Avenue) to 1.68 miles south of IN 265 (Lewis & Clark).	Exempt	Remove from TIP	NHS
INDOT	Clark	NEW	1700135	I-65 Road Reconstruction	District Pavement project, with Road Reconstruction on I-65, 2.78 miles S of IN 160 to IN 56.	Exempt	Program Preliminary Engineering in FY 2019: $2,700,000 (Federal) $300,000 (Other) $3,000,000 (Total Cost)	IM
INDOT	Clark	NEW	1801686	IN 62 Slide Correction	Erosion control/Landslide control on IN 62, 3 miles W of IN 3.	Exempt	Program Preliminary Engineering in FY 2019: $80,000 (Federal) $20,000 (Other) $100,000 (Total Cost)	STP-ST
INDOT	Clark	NEW	1800375	US 31 Intersection Improvement Project	District Intersection Improvement Project with Added Turn Lanes on US 31 at Perry Crossing Road/Bud Prather Road.	Non-Exempt	Program Preliminary Engineering in FY 2019: $80,000 (Federal) $20,000 (Other) $100,000 (Total Cost)	Safety
							Program Right of Way in FY 2021: $40,000 (Federal) $10,000 (Other) $50,000 (Total Cost)	Safety

*** The project sponsor submitted a Phase Shift Application or Cost Increase Application in compliance with KIPDA's Project Management Process

KIPDA
Kentuckiana Regional Planning and Development Agency

MEMORANDUM

Kentucky Member Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana Member Counties

Clark

Floyd

TO: Public and Community Stakeholders

FROM: Amanda Deatherage

DATE: September 11, 2018

SUBJECT: Addition of Transit Asset Management (TAM) Targets in Amendment 10 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 3 of the FY 2018 – 2021 Transportation Improvement Program (TIP)

Per MAP-21 and the FAST Act, specifically federal regulation 49 CFR Part 625 and 49 CFR Part 630, KIPDA must transition to a more formalized performance-based approach to planning and programming of transportation projects. In August 2018, KIPDA submitted for public review Amendment 9 of the MTP and Amendment 2 of the TIP that incorporated narratives and a table describing all performance measures that KIPDA uses to prioritize funding of transportation projects. These current amendments (Amendment 10 of the MTP and Amendment 3 of the TIP) expand on the existing performance measure tables to add the Transit Asset Management (TAM) targets as required by the Federal Transit Administration (FTA).

The Federal Transit Administration requires transit agencies to submit asset inventory, condition assessments, performance targets, and a narrative report. In compliance with this requirement, TARC (Transit Authority of River City) developed these draft TAM targets and TARC reports them in their Transit Asset Management Plan. The Federal Transit Administration requires that KIPDA incorporates these TAM targets into their regional planning process. KIPDA has collaborated with TARC and has taken these TAM targets directly from their draft Transit Asset Management Plan, which is being submitted for approval by the TARC Board of Directors on September 19.

After approval by the TARC Board of Directors, KIPDA will submit the TAM targets to the Transportation Technical Coordinating Committee and the Transportation Policy Committee for their approval and formally include the targets in the MTP and TIP documents.

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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 Transit Asset Management (TAM) performance measures (required after October 1, 2018) into the metropolitan transportation planning process. For further information on all of KIPDA's performance measures, please refer to KIPDA's *Performance Management Plan*.

TARC's draft Transit Asset Management (TAM) targets are listed below:

Category	Class	Performance Target
Rolling Stock	Buses	≤ 10% of fleet exceeds default ULB of 15 years/600K miles in service
	Cutaway Buses	≤ 5% of fleet exceeds default ULB of 10 years/300K miles in service
	Vans	≤ 10% of fleet exceeds default ULB of 10 years/300K miles in service
Equipment	Automobile - Supervisor, Support, and Security	≤ 10% of non-revenue service vehicles exceed default ULB of 8 years of duty
	USTA Emergency Power Station	≥ 95% availability
Facilities	Admin/Maintenance Facility	≤ 10% of facilities rated under 3.0 on TERM scale
	On-Route Bus Charging Stations	Each station >3.0 on TERM Scale

TERM Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

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. The FHWA-required performance targets are established by KIPDA in collaboration with the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT). The FTA-required performance targets are established by the Transit Authority of River City (TARC) and KIPDA reports them. 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	T1		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	T2	(a)	Percent of buses exceeding the useful life benchmark (ULB)	TBD % of TARC's bus fleet above the ULB	≤ 10% of fleet exceeds default ULB of 15 years/600K miles in service
		(b)	Percent of cutaway buses exceeding the useful life benchmark (ULB)	TBD % of TARC's cutaway bus fleet above the ULB	≤ 5% of fleet exceeds default ULB of 10 years/300K miles in service
		(c)	Percent of vans buses exceeding the useful life benchmark (ULB)	TBD % of TARC's van fleet above the ULB	≤ 10% of fleet exceeds default ULB of 10 years/300K miles in service
TRANSIT ACCESS TO CLUSTERS AND SCHOOLS					
MPO	T3	(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	T7	(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 EQUIPMENT					
FTA	T9	(a)	Percent of non-revenue service vehicles exceeding the useful life benchmark (ULB)	TBD	% of TARC's automobiles – supervisor, support, and security – above the ULB	≤ 10% of non-revenue service vehicles exceed default ULB of 8 years of duty
		(b)	USTA Emergency Power Station	TBD	% availability	≥ 95% availability
TARC FACILITIES					
FTA	T10	(a)	Percent of Administrative / Maintenance facilities rated under 3.0 on the TERM scale	TBD	% of Administrative / Maintenance facilities rated under 3.0 on the TERM scale	≤ 10% of facilities rated under 3.0 on TERM scale
		(b)	Percent of On-Route Charging Stations rated under 3.0 on the TERM scale	TBD	% of On-Route Charging Stations rated under 3.0 on the TERM scale	Each station > 3.0 on TERM Scale

NON-MOTORIZED					
REQUIRED BY:	**PERFORMANCE MEASURE**			**BASELINE**	**TARGET**
BICYCLE AND PEDESTRIAN SAFETY					
MPO	N1	(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 pedestrians	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	N2	(a)	Reduce gaps in the existing pedestrian network	TBD # of miles of gaps in the pedestrian network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040
		(b)	Reduce gaps in the existing bicycle network	TBD # of miles of gaps in the bicycle network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040

Bicycle and Pedestrian Access to Schools and Clusters				
MPO	N3 (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	N4 (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	N5 (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	N6 (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	E1	(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
		(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	E2	(a)	Enhance pedestrian facilities within areas of moderate to significant employment growth	TBD	# of miles of pedestrian facilities inside areas of moderate to significant employment growth	Increase by 10 % by 2040
		(b)	Enhance dedicated bicycle facilities leading to and within areas of moderate to significant employment growth	TBD	# of 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

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	TBD # of person-miles traveled on the Interstate that are reliable	TBD. MPOs must set this target by November 16, 2018
FHWA	V2	Level of Travel Time Reliability (LOTTR) on the non-Interstate NHS	TBD # of person-miles traveled on the non-Interstate NHS that are reliable	TBD. MPOs must set this target by November 16, 2018
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	M1	(a)	Percent of pavements in "Good" condition on Interstates	TBD % of pavements in "Good" condition	TBD. MPOs must set this target by November 16, 2018
MPO	M1	(b)	Percent of pavements in "Borderline" condition on Interstates	TBD % of pavements in "Borderline" condition	TBD. Will set this target in conjunction with federally-required targets.
FHWA	M1	(c)	Percent of pavements in "Poor" condition on Interstates	TBD % of pavements in "Poor" condition	TBD. MPOs must set this target by November 16, 2018
FHWA	M2	(a)	Percent of pavements in "Good" condition on non-Interstate NHS	TBD % of pavements in "Good" condition	TBD. MPOs must set this target by November 16, 2018
MPO	M2	(b)	Percent of pavements in "Borderline" condition on non-Interstate NHS	TBD % of pavements in "Borderline" condition	TBD. Will set this target in conjunction with federally-required targets.
FHWA	M2	(c)	Percent of pavements in "Poor" condition on non-Interstate NHS	TBD % of pavements in "Poor" condition	TBD. MPOs must set this target by November 16, 2018

Bridge Condition					
FHWA	M3	(a)	Percent of deck area in "Good" condition on bridges carrying the NHS	14.9% of deck area in "Good" condition	TBD. MPOs must set this target by November 16, 2018
		(b)	Percent of deck area in "Poor" condition on bridges carrying the NHS	13.4% of deck area in "Poor" condition	TBD. MPOs must set this target by November 16, 2018
MPO	M4	(a)	Percent of bridges that are in "Good" condition	27.3% of bridges in "Good" condition	Increase by 50% by 2022 to 41.0% of bridges in "Good" condition
		(b)	Percent of bridges that are in "Poor" condition	7.3% of bridges in "Poor" condition	Reduce by 50% by 2022 to 3.7% 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	TBD	% of the Interstate system mileage providing for reliable truck travel time	TBD. MPOs must set this target by November 16, 2018	

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 a Baseline Performance Period Report (expected early 2019), a Mid Performance Period Report (expected early 2021), and a Full Performance Period Report (expected early 2023).

AIR QUALITY CONFORMITY

The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of this area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local PM 2.5 nonattainment area, but that standard was revoked in April, 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic nonattainment area in June, 2004 and redesignated as an attainment area with a maintenance status in July, 2007. The 1997 8-hour ozone standard was revoked for the local area in April, 2015, and at that time, it was not necessary to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding). In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. One of the requirements of this designation as a nonattainment area is that it will once again be necessary to determine conformity for the local area.

KIPDA is amending *Horizon 2035*, the metropolitan transportation plan (MTP), and the FY 2018 – FY 2021 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 1997 and 2015 8-hour ozone standards.

CONFORMITY UNDER THE 8-HOUR OZONE STANDARD

Subsequent to being designated as nonattainment of the 1997 8-hour ozone standard and prior to being redesignated as attainment of the standard, the Louisville area relied on the use of interim tests to demonstrate conformity. These tests had been established during a 2004 update to the federal conformity rule. Interim tests are used between the time an area is designated as nonattainment and the time motor vehicle emission budgets (MVEBs) are established. The MVEBs limit the amount of a pollutant or precursor that can be emitted. When the Louisville area was designated as nonattainment of the 2015 8-hour ozone standard, there were no MVEBs for that standard. Therefore, the MVEBs for the 1997 8-hour ozone standard were used in the process of determining conformity to both the 1997 and 2015 standards.

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs) or the level of emissions in a baseyear, which is set by US EPA, when the standard is promulgated.

When the local area was designated as nonattainment of the 1997 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. Since the Louisville nonattainment area is a bi-state area, these sets of the actions to reduce precursor emissions were to be incorporated into the Indiana and Kentucky State Implementation Plans (SIPs). Originally, the plans including these sets of actions were to be included in an attainment demonstration, which would show how the local area would reach the standard. While these plans were being developed, the data from the air quality monitors in the area indicated that the 8-hour ozone standard had been met. With this data in hand, the air quality agencies were able to submit a redesignation request instead. The establishment of the MVEBs was one of the components of the redesignation request. Since the MVEBs were included in the redesignation request for ozone, the MVEBs are established for its precursors, volatile organic compounds and oxides of Nitrogen.

CONSULTATION FOR *HORIZON 2035*

The first step in determining conformity of *Horizon 2035* was to consult with the interagency consultation (IAC/ICG) group concerning matters not explicitly determined by the conformity rule. Because some exempt projects needed to be expedited, the original list of projects was divided into an amendment of only exempt projects (Amendment 9 of *Horizon 2035*) (consultation on 7/09/18) and the other amendment (Amendment 10 of *Horizon 2035*) (consultation on 8/14/18), which included some exempt projects and all of the non-exempt projects. Since Amendment 9 only included exempt projects, a new regional emissions analysis is not necessary. Therefore, the remainder of this documentation will focus on Amendment 10.

Conformity under the 1997 8-hour ozone standard had been previously determined, although not for several years. Therefore, many of the issues normally arising in conformity had undergone consultation previously. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice.

The second consultation conference call, which was held to discuss issues relative to Amendment 10, involved a review and discussion of the following items:

(a) important dates in the schedule for the amendment;

September 6	-- Regional Emissions (Air Quality) Analysis completed
September 14	-- Public Review begins.
October 10	-- Action by the Transportation Technical Coordinating Committee
October 25	-- Action by the Transportation Policy Committee
October 26	-- Documentation sent to review agencies for federal conformity determination

(b) a draft list of projects—sent to the IAC/ICG with consultation notice;

(c) the horizon year of the transportation plan—2035;

(d) the proposed conformity test methodology/ies and analysis years—see the discussion of issues and ESTABLISHED PRACTICE sections below;

(e) the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable—see tables 2 and 4 at the end of the report;

(f) information concerning the inputs for the travel demand model and the approved emissions model—see the issues section below, the list of projects included in accompanying documentation, and the items concerning the travel demand model and emissions model under Other Planning Issues; and

(g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

Issues

Discussion of Projects

As mentioned previously, because some projects need to be expedited, the proposed project changes had been separated into two amendments, one with only exempt projects and one with the non-exempt projects. This discussion will concentrate on Amendment 10, the one with non-exempt projects

The project list was reviewed, including a recommendation concerning how the projects should be handled with respect to the regional emissions analysis. KIPDA staff discussed various projects and provided additional information, changes and/or clarification of those projects. The projects that were discussed include the following:

- **I-65 Road Reconstruction, State ID 1700135**: The question raised was whether the project will incorporate two other related projects—state IDs 1600744 and 1600750. It was determined that they were added to the TIP last February and were last modified last March. It was also determined that there was no direct connection between these projects at the current time.

- **KIPDA ID 1937: Ring Rd -** The question was asked why it was listed as an exempt project. The answer was that the listing was an error and would be changed.

It was reiterated that the Transportation Improvement Program is a subset of the Metropolitan Transportation Plan, and therefore the air quality conformity determination

for the Metropolitan Transportation Plan will serve as the conformity determination for the TIP.

Conclusion: The IAC/ICG members, after discussing the details of the projects listed above, accepted the recommendations of KIPDA staff concerning the incorporation of these projects and the other projects described in the documentation into the regional emissions analysis.

Update of the KIPDA Travel Demand Forecasting Model

During the conference call, KIPDA staff informed the IAC/ICG that the KIPDA travel demand forecasting model had been updated during the latter portion of 2017 and the first half of 2018. This update established 2015 as the baseyear for the model.

Conclusion: The IAC/ICG members were informed that the KIPDA travel demand forecasting model had been updated and that 2015 was now the baseyear for the model.

ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

Issues related to the KIPDA travel demand forecasting model

During recent updates to the MTP, there were two changes of note to the KIPDA travel demand forecasting model.

(1) First, the census urbanized area has recently been updated to include a small area in northwest Shelby County, KY. The metropolitan planning area has been updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model to be consistent with this update.

(2) Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.

Conclusion: The IAC/ICG members were informed of the recent changes to the KIPDA travel demand forecasting model and expressed no disagreement with them.

Source of Bullitt County VMT, Speeds, and Emission Estimates

Originally, the Kentucky Transportation Cabinet (KYTC) had provided the vehicle-miles-traveled (VMT) and speeds to be used in estimating pollutant emissions for Bullitt County in

the analyses supporting conformity determinations. During 2006, it was mentioned that the KIPDA travel model included those counties. As a consequence, it was stated that KIPDA should supply that information starting with the next conformity analysis, and KIPDA agreed to do this. KIPDA has provided this data since that time.

Prior to June 2011, the staff of the Kentucky Division for Air Quality (KYDAQ) had provided emission estimates for Bullitt County. In June 2011, the MOVES 2010 emissions model was first used to estimate emissions for the local area. In order to ensure a more consistent approach to estimating emissions, LMAPCD accepted responsibility for providing emission estimates for Bullitt County, as well as the other counties for which they were previously providing emission estimates.

Conclusion: The established practice is that KIPDA will provide VMT and speed information for the determination of emission estimates for Bullitt County. The established practice is that LMAPCD will provide emission estimates for Bullitt County, as well as the other counties for which they have been providing emission estimates prior to June, 2011.

Analysis Years and Conformity Tests

Motor Vehicle Emissions Budgets (MVEBs) for the 1997 8-hour ozone standard were approved by EPA in July, 2007. The MVEBs were for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx), The Federal Register notice can be found at 72 FR 36601. The budgets are shown in Table 2 at the end of this document. Since there are MVEBs for the ozone precursors, the conformity rule requires that ozone analyses be done for the attainment year and the last year of the transportation plan. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart. The maintenance plan established when the local area was redesignated established MVEBs for VOCs and NOx for 2003 (the attainment year) and 2020 (the last year of the maintenance plan). Since the attainment year is now in the past, that year is no longer included in the analysis.

In order to have the required analysis years, several changes were made in recent years. During an amendment of the MTP in 2013, it was necessary to replace 2012 as an analysis year because it was in the past, and 2015 was chosen. When the MTP was updated in 2014, the horizon year of the plan was being changed to 2035, and that year had to be added to the analysis years. At the same time, in order to allow for more orderly transition as time progressed, 2025 was added as an analysis year. By having the analysis years five years apart throughout the life of the MTP, it was noted that there would always be an analysis year within five years of the time of the analysis. Further, when the horizon year of the MTP is extended, that year will be added as an analysis year. Otherwise, the analysis years can remain constant except for the removal of an analysis year when it was in the past. For this amendment, 2015 is being removed because it is in the past. Because of the previous practice to have analysis years five years apart, it was not necessary to add another analysis year. 2020 was already an analysis year and within five years of the present.

Conclusion: The established practice is that the analysis years and conformity tests for the regional emissions analysis is as shown in the tables below. Years prior to the present year have been removed from the list.

8-hour Ozone Standard	
Analysis Year	**Conformity Test(s)**
2020	Budget test using the 2020 MVEBs for the 8-hour maintenance area
2025	Budget test using the 2020 MVEBs for the 8-hour maintenance area
2030	Budget test using the 2020 MVEBs for the 8-hour maintenance area
2035	Budget test using the 2020 MVEBs for the 8-hour maintenance area

Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC/ICG. The vehicle registration data now being used for the Indiana counties is for 2014, and the registration data now being used for the Kentucky counties is for 2016. This data represents the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC/ICG members, vehicle registration data for 2014 for the Indiana counties and for 2016 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF *HORIZON 2035*

The MTP, *Horizon* 2035, was examined to determine if it met the requirements of the conformity rule under the 1997 and 2015 8-hour ozone standards. In general, examinations for conformity have two major components:

(1) an air quality (regional emissions) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year; and
(2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Horizon* 2035 simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

In general, the calculation of the regional emissions for the analysis years involved two steps. First, the travel-related information (VMT, speeds, etc.) was determined. Second, the travel-related information was used as inputs to the MOVES emissions model, which provided emission estimates for the pollutants and precursors.

AIR QUALITY ANALYSIS

The air quality analysis for *Horizon* 2035 involved two steps. The first step was to review the projects to determine which projects were “regionally significant” and needed to be included in the regional emissions analysis and to have this list of projects reviewed and accepted by the IAC/ICG. The second step was to develop estimates of travel behavior using the KIPDA travel demand model and to calculate the emissions associated with the travel using the MOVES emissions model. The second procedure is known as the Regional Emissions Analysis. These steps are discussed below in greater detail.

PROJECT REVIEW

The first procedure involved determining which metropolitan transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the development (update) of *Horizon 2035*, a group of projects had been proposed for the plan, reviewed by conformity partners, and incorporated into the plan. For each amendment, additions, deletions, and/or changes to the projects are proposed. These additions, deletions, and/or changes are discussed with the IAC/ICG, and agreement is reached as to how each of the additions, deletions, and/or changes should be analyzed in the regional emissions analysis. Those projects in *Horizon 2035* which were not changed will be analyzed as they were previously. There is usually a straightforward explanation for why projects are included in the analysis and why they are analyzed as they are. The following paragraphs explain why some projects are excluded from the regional emissions analysis. The details of the consultation concerning the project review are discussed above in the section entitled, “CONSULTATION FOR *HORIZON 2035.”*

As in prior plans, some of the projects in *Horizon 2035* have been excluded from the regional emissions analysis. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127. In addition, a few projects were excluded from the regional emissions analysis due to a lack of sufficiently detailed information. They include:

1. Transportation System Management (TSM) Projects

   Incident Management Program:
   This project involves providing the motorist with information concerning lane closures due to accidents, construction, etc., which reduce the capacity of the facility. At this time, the route for diversion is totally at the discretion of the

motorist. Therefore, there is insufficient information to quantify the emission impacts using the travel demand model approach.

Spot Improvements:
This is a funding mechanism for undetermined intersection improvements which would have minimal air quality impacts. No projects with air quality impacts are currently proposing use of these funds.

2. TSM Corridors
A group of corridors was identified for improvements utilizing Transportation System Management. At this point, sufficient detail is lacking for inclusion in the air quality conformity analysis.

These projects continue to be excluded from the regional emissions analysis.

REGIONAL EMISSIONS ANALYSIS

The regional emission analysis consists of two procedures—(1) the analysis of travel behavior impacts and (2) the estimation of emissions due to those impacts. The details of the two procedures are described below.

The analysis of the travel behavior impacts for the nonattainment area involved using the KIPDA travel demand model to determine measures of travel such as VMT and speed. The method for accomplishing this was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand model and adjustment factors for travel model output.

In addition, there were several projects which could not be analyzed using the travel model. The TSM projects and corridors discussed above were not included in the emissions analysis; others had been previously evaluated using spreadsheet methods involving emission factors. Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, past experience has shown that the emission impacts for these projects were always small and positive (i.e. emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

In addition, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of

a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

The method used to translate those travel impacts into emission impacts was the MOVES emissions model. The inputs to the MOVES model were different for each county, but the MOVES model was used for all counties. The description of its use is provided in more detail in the section concerning the MOVES emissions model below

The emission estimates for all of the nonattainment area were determined in the following manner. First, the KIPDA travel demand forecasting model was used to estimate travel behavior in the region. Second, the output from the travel model was adjusted using the adjustment factors discussed below, and the adjusted VMT was placed in five miles per hour speed bins. Third, the VMT in each of the speed bins was divided by the total VMT for that county to determine VMT fractions. Fourth, the VMT fractions and total VMT were used as input to the MOVES emissions model to determine the emissions for the county.

KIPDA Travel Demand Model

The KIPDA travel demand model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area consists of Clark and Floyd counties, and 0.1 square miles in Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand model was updated and calibrated during 2017-2018. This update established 2015 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, information the 2000 KIPDA Household Travel Survey, and the 2004 on-board survey of transit riders by the Transit Authority of River City had been previously incorporated. Information from 2010 Census, the 2012-2016 American Community Survey, the 1990 and 1995 National Personal Transportation Surveys, and the 2001 and 2009 National Household Travel Surveys were was incorporated to update the previous source data, particularly the 2000 KIPDA Household Travel Survey. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time) for each of the main trip purposes used in the

model; and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which replicated travel in the Louisville area for 2015. The updated travel model was used in the regional air quality analysis.

The KIPDA travel demand model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. Trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes and utilizes different trip rates for each. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non home-based.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. The friction factors used in the gravity model were developed as part of the calibration effort performed during the model update. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2015 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study*. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Horizon 2035* utilizes transit information from the previous travel demand model. The results of the 2004 TARC on-board survey had been used to supplement the previous information. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Horizon 2035* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the transit trip information from previous travel models did not change significantly the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are expected to be placed. As mentioned above, the toll structure was recently changed. To reflect this in the MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance of the link.

Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2015. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2015 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2015 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

The HERS equations were used to estimate speeds on 6239 sections for five functional classifications of urban roadways and 2278 sections for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data.

There were not many HPMS minor collector and local roadway sections with data that allowed for the calculation of adjustment factors. Since the model contained the minor collector roadways in the area and these roadways were similar to the major collector roadways in the area, the adjustment factor for the rural major collectors was used for the rural minor collector roadways and the adjustment factor for the urban major collectors was used for the urban minor collector roadways.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban minor collectors and rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate “functional class.”) There was not sufficient data to estimate speeds for the roadways of these classes. For the rural and urban minor collectors, the speed adjustment factor of the next higher functional class was used. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e. the speed adjustment factor for ramps = 1).

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment area for the pollutants ozone and must therefore control the precursors of ozone, VOCs and NOx. The emission

estimates for VOCs and NOx were determined using the MOVES emissions model. The Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the counties in the nonattainment area. The procedures used in calculating these emission estimates are discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. These factors include the fuel used by the vehicles driven in each county, and in the past, the presence of inspection/maintenance (I/M) programs in some of the counties. In the past, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt County, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC/ICG partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the ozone budget update (for VOCs and NOx) in 2003 with a few exceptions where newer data was incorporated. The changes which affected the VOC and NOx emissions included:

(1) the incorporation of newer vehicle registration data (for 2014) for Clark and Floyd counties (provided by IDEM), and
(2) the development and use of newer vehicle registration data (for 2016) for Bullitt County (KY), Jefferson County (KY), and Oldham County (KY).

The emissions for Bullitt and Oldham counties were also developed by LMAPCD. Most of the inputs to the MOVES model were defaults and/or data used in previous SIPs. Both counties had portions (the “original” portions) which had previously had a nonattainment/ maintenance status for the 1-hour ozone standard and portions (the “new” portions) which had only been designated under the 8-hour ozone standard. Neither portion of either

county had an I/M program. So it was not necessary to have I/M input information for MOVES. However, reformulated gasoline (RFG) is required for the original nonattainment/ maintenance portions of Bullitt and Oldham counties while unregulated gasoline is used in the new nonattainment areas of those counties. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, a choice had to be made concerning which one to use. The choice was made to use the characteristics of unregulated (conventional) gasoline since this was the more "conservative" choice. (It was more "conservative" because this choice produces higher emission estimates and, therefore, reduces the margin by which conformity is passed.) LMAPCD received VMT and speed information by functional class from KIPDA. Using this data, LMAPCD developed emission estimates for each of the counties.

The assumptions used for Bullitt and Oldham counties were the same as those for the 2003 ozone budget update with one exception, aside from the new VMT and speed estimates that were developed for the development of *Horizon 2035.* New vehicle registration data for Bullitt and Oldham counties for 2016 was developed during the last few years, and it was used.

RESULTS OF THE ANALYSIS

The transportation plan, *Horizon 2035,* has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NOx motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone precursors are discussed below.

8-hour Ozone Analysis

The eight-hour ozone maintenance SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2020, 2025, 2030, and 2035, the summer weekday VOC and NOx emission

levels for the 2015 8-hour nonattainment area are less than the emission budgets established in the 1997 8-hour ozone maintenance SIP.

Conclusions – 8-hour Ozone

The regional emissions analysis of *Horizon 2035* indicates that the plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Table 2 indicates that *Horizon 2035* has met the requirements of conformity under the 1997 and 2015 8-hour ozone standards. In summary, it can be concluded that *Horizon 2035* conforms to the SIPs and meets the requirements of the federal conformity rule.

TABLE 1

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	**INDIANA**	**KENTUCKY**	**TOTAL**
2020	**6658**	**26924**	**33582**
2025	**7099**	**28308**	**35407**
2030	**7531**	**29853**	**37384**
2035	**7977**	**31256**	**39233**

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	**Area**	**VOCs**	**NOx**	**PASS**
2020	**Regional**	**12917**	**26303**	**YES**
2025		**9581**	**16467**	**YES**
2030		**7044**	**11717**	**YES**
2035		**5537**	**9341**	**YES**

NOTE: The criteria for conformity are as follows:

2020, 2025, 2030, and 2035 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020, 2025, 2030, and 2035 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46 tons/day or 26,726 kg/day.

Interagency Consultation Conference Call

August 14, 2018
10:30 a.m. EST

Participants

FHWA-KY	-- Bernadette Dupont
FHWA-IN	-- Antonio Johnson
FTA – Region 4	-- Brittany Lavender
EPA – Region 4	-- Dianna Myers
EPA – Region 5	-- Anthony Maietta
KYTC	-- Justin Harrod
KYTC District 5	-- Tom Hall, Judi Hickerson, Kim Irwin
INDOT	-- Emmanuel Nsonwu, Jay Mitchell, Stephani Vermillion
KY DAQ	-- Leslie Poff, Anna Bowman, Lauren Hedge
LMAPCD	-- Craig Butler
KIPDA	-- Nick Vail, Amanda Deatherage, David Burton, Andy Rush, Randy Simon, Larry Chaney

Background

Recently, KIPDA staff has undertaken the steps necessary to conduct Amendment 10 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 3 of the FY 2018 – FY 2021 Transportation Improvement Program (TIP). KIPDA staff compiled lists of proposed project changes and distributed them via e-mail to the members of the Interagency Consultation group (IAC/ICG) on August 7, 2018. A new regional emissions analysis will be needed for this amendment since most of the projects are non-exempt. KIPDA is concurrently processing an amendment containing only exempt projects, which is Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 2018 – FY 2021 TIP.

Discussion of Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 18 – FY 21 TIP

The IAC held a conference call on July 9, 2018 to discuss amendments to KIPDA's MTP and TIP that consisted of only exempt projects. KIPDA staff presented these amendments to KIPDA's Transportation Technical Coordinating Committee on August 8, 2018. After this meeting, KIPDA staff received guidance from FHWA-KY regarding incorporating performance management into the MTP and TIP documents. KIPDA staff must update the narrative of the MTP and TIP to incorporate performance management before any amendments can be approved by FHWA. Therefore, KIPDA had to put Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 18 – FY 21 TIP on hold. KIPDA will draft new language to update the narrative of the MTP and TIP and take these changes out for public review between August 20 and September 4, 2018, with a public meeting to be held on August 28, 2018. There will be zero changes to projects that were previously discussed at the July 9, 2018 IAC conference call. At the September committee meetings, KIPDA will present the update to the MTP and TIP narratives and present Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 18 – FY 21 TIP. This will ensure that the MTP and TIP complies with performance management requirements prior to KIPDA requesting federal approval of these amendments.

There were no questions or discussion.

Discussion of Amendment Schedule

The amendment schedule of activities was discussed and it includes the following key elements:

Schedule for Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 18 – FY 21 TIP

- No regional emissions analysis was conducted since all projects in this amendment are exempt
- Public review: August 20 – September 4, 2018
- Public meeting: August 28, 2018
- KIPDA TTCC action on September 12, 2018
- KIPDA TPC action on September 27, 2018

Schedule for Amendment 10 of the Horizon 2035 MTP/Amendment 3 of the FY 18 – FY 21 TIP

- A regional emissions analysis will need to be conducted since most projects in this amendment are non-exempt
- Public review: September 14 – 29, 2018
- Public meeting: Date to be determined; between September 17 – 21, 2018
- KIPDA TTCC action on October 10, 2018
- KIPDA TPC action on October 25, 2018

Discussion of Amendment 10 of the Horizon 2035 MTP/Amendment 3 of the FY 18 – FY 21 TIP

The MTP/TIP amendments were driven mostly by a new KYTC Six Year Highway Plan approved in early 2018; and as a result, KYTC submitted many project changes. These project changes were categorized into exempt and non-exempt projects. The majority of the exempt projects were included in Amendment 9 of the Horizon 2035 MTP/Amendment 2 of the FY 18 – FY 21 TIP which was discussed at an IAC conference call on July 9, 2018. The non-exempt projects are included in Amendment 10 of the Horizon 2035 MTP/Amendment 3 of the FY 18 - FY 21 TIP which was discussed at this IAC conference call. In addition to these non-exempt projects, there are a few exempt projects included in this amendment that did not meet the deadline to be included in the previous exempt-only amendment.

Discussion of Travel Model Update and Air Quality Conformity Analysis

In concurrence with this non-exempt amendment, KIPDA staff updated the regional travel demand model scenarios with a 2015 base year. KIPDA maintains model scenarios for air quality conformity analysis that are five year apart beginning in 2015, then 2020, 2025, 2030, and 2035. KIPDA's current MTP has a horizon year of 2035; therefore for the purposes of this amendment, we are only discussing changes through the 2035 scenario. However, KIPDA also completed a 2040 scenario to be ready for an MTP update next year which will have a 2040 horizon year.

This is the first amendment we are processing since KIPDA has been designated Non-Attainment of the 2015 Ozone standard and the first amendment in several years that KIPDA has to conduct a regional emissions analysis. Now that the travel model has been updated, KIPDA will send Craig Butler, LMAPCD, our TDM outputs to incorporate into the MOVES model. LMAPCD will send KIPDA the MOVES model outputs so they can be incorporated into a memo for the public review process and submitted to KIPDA committees.

It was a large undertaking updating the travel model as quickly as possible. KIPDA staff thanked KYTC District 5 staff and other project sponsors for their assistance in this process; particularly by being very thorough and clarifying certain project changes.

Bernadette Dupont, FHWA-KY, asked if KIPDA staff requested clarifications from project sponsors in order to request more information in descriptions. Andy Rush, KIPDA, responded that we had to ask for clarifications on some descriptions for modeling purposes, and we also requested the project sponsors update information on related projects or those with overlapping project limits.

Bernadette Dupont, FHWA-KY, asked about projects that have changes in analysis years or when a funding source was missing. She assumes that is because there were no changes to funding source. Andy Rush, KIPDA, responded that there were no changes to funding sources unless the "Change to TIP" column indicated a change.

Bernadette Dupont, FHWA-KY, asked when this amendment will come out for public review. Nick Vail, KIPDA, responded that the non-exempt amendment will go out for public review on September 14 through 29, 2018, with a public meeting to be scheduled sometime between September 17 and 21, 2018.

Dianna Myers, EPA Region 4, asked if KIPDA was analyzing a 2040 model scenario year yet. Andy Rush, KIPDA, responded that we are not yet analyzing 2040 as a model scenario since our current MTP has a horizon year of 2035. However, next year we will be completing an update to our MTP that will have a horizon year of 2040. At that time we will begin analyzing a 2040 model scenario year. To be prepared for that, we have already conducted a 2040 socioeconomic analysis so that we will be ready for the new horizon year with our new MTP.

Since KIPDA is conducting an air quality conformity analysis for Ozone and is not required to do an analysis for PM 2.5, we are using the 1997 Ozone budgets which we have documented in the past. Randy Simon, KIPDA, asked the federal partners if there is anything we have not discussed that needs to be addressed. The only comment was from Dianna Myers, EPA Region 4, who stated that it looks as though KIPDA has covered their bases for the 2015 Ozone standard as well as the 1997 Ozone standard.

Andy Rush, KIPDA, asked for clarification that we need to show conformity to the 2015 Ozone standard using 1997 Ozone budgets. Dianna Myers, EPA Region 4, clarified that until we hear something about the pending South Coast court case; this is how you should be doing it.

Randy Simon, KIPDA, expressed concern that the 1997 Ozone standard was done with MOBILE, and now it is being done with the new MOVES model. There were no other comments or questions.

<u>Discussion of Adjustment Factors of Local Road VMT in Indiana</u>

Randy Simon, KIPDA, sent a memo to the IAC regarding the lack of HPMS vehicle-miles-traveled (VMT) data for local roads in Indiana. During the call, he reported that there was also a lack of VMT data for Minor Collector roadways for some counties. In the memo, he had proposed that the old adjustment factors used in the post-processing continue to be used due to the lack of data. Based on the discovery on the additional lack of data, Randy revised his recommendation to the following statement. In cases where it is not possible to develop an adjustment factor for a particular functional class due to the lack of HPMS data, the adjustment factor for the next highest functional classification will be used.

There were no questions or comments concerning the revised recommendation.

Discussion of Projects

The list of project changes was too long to be reviewed one-by-one; therefore it was briefly reviewed. KIPDA staff reiterated that most of the projects' changes on this list are non-exempt; therefore a regional emissions analysis must be completed. KIPDA is coordinating with Louisville Metro Air Pollution Control District to conduct this analysis, which will be completed prior to going out for public review on September 14, 2018.

Antonio Johnson, FHWA-IN, asked if the INDOT project I-65 Road Reconstruction, State ID: 1700135, will incorporate two other related projects, state IDs: 1600744 and 1600750. KIPDA stated that those state IDs were added to the TIP in February 2018 and last modified in March 2018. While there is no direct connection between these projects at the current time, KIPDA can note the connection in their project database. Jay Mitchell, INDOT, offered to discuss the connection between all three projects at another time.

Dianna Myers, EPA Region 4, asked why is KIPDA ID 1937, Ring Road, listed as an exempt project. KIPDA responded that this was an error, the project changes are actually non-exempt, and the spreadsheet will be updated to indicate that.

Craig Butler, LMAPCD, stated that he will send out a document to all IAC members to review MOVES outputs. He stated that no reply would mean there are no questions or concerns. Nick Vail, KIPDA, and Bernadette Dupont, FHWA-KY, stated they would coordinate to send a list of all IAC members' contact information so that any IAC member can send information to the entire group.

Bernadette Dupont, FHWA-KY, asked when KIPDA will announce the date of the public meeting for the non-exempt amendment, Amendment 10 of the Horizon 2035 MTP/Amendment 3 of the FY 18 – FY 21 TIP. Nick Vail, KIPDA, responded that we are currently working on reserving a location, and when we know the exact date, we will send it out.

Bernadette Dupont, FHWA-KY asked if Thomas Witt from KYTC Central Office should be added to the IAC member list. Larry Chaney, KIPDA, responded that Tonya Higdon from KYTC Central Office is KIPDA's designated MPO liaison, and that it would be up to KYTC to determine who should be included on the IAC list.

There were no other questions or discussion.

The conference call adjourned at 11:00 am.

KIPDA
Kentuckiana Regional Planning and Development Agency

Amendment 10 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 3 of the Fiscal Year 2018 – 2021 Transportation Improvement Program (TIP)

Kentucky Member Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana Member Counties

Clark

Floyd

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan planning organization for the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) that includes Bullitt, Jefferson and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana. Our responsibilities include producing a long range transportation plan (currently the Horizon 2035 MTP) as well as a short range planning document (currently the FY 2018 – 2021 TIP) that are updated at least every four years.

Project changes have been proposed for these documents and we would like to get your feedback. The Horizon 2035 MTP remains financially reasonable and the FY 2018 – 2021 TIP remains fiscally constrained with the proposed changes. These project changes were reviewed by the Interagency Consultation Group for regional emissions analysis because the Louisville, KY/Jefferson County KY-IN MPA is currently in nonattainment of the Environmental Protection Agency's (EPA) 1997 ozone standard.

We invite you to review the project information and submit comments to the following address by September 29, 2018.

TIP & MTP Amendments
KIPDA
11520 Commonwealth Drive
Louisville, KY 20299

Email comments to kipda.trans@kipda.org

Equal Opportunity Employer

In addition, you can review the documents and asks questions in person during the public open house to be held at the following time and location:

Wednesday, September 19, 2018 from 4:00 p.m. – 6:00 p.m. at TBD.

For additional information, call **Ashley Tinius at 502-266-6144, ext. 123**.

The Kentuckiana Regional Planning & Development Agency is seeking public comment on Amendment 3 of the FY 2018-2021 Transportation Improvement Plan and Amendment 10 of the Horizon 2035 Metropolitan Transportation Plan. These documents will be available for public review from September 14 to September 29, 2018 at KIPDA, in all public libraries in Bullitt, Jefferson and Oldham counties in Kentucky and Clark and Floyd counties in Indiana, and at www.kipda.org/transportation/drafts.aspx. Information may also be obtained and comments will be accepted at the Open House listed below, or by contacting Ashley Tinius at 502-266-6144 ext. 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Please send comments to KIPDA, 11520 Commonwealth Dr., Louisville, KY 40299 or by email to kipda.trans@kipda.org. In accordance with the Americans with Disabilities Act, people needing assistance should contact KIPDA with the requirements at the telephone numbers or address listed above.

Open House:

September 19, 2018
4:00-6:00 p.m.
Location TBD

Comment from Susan Brown

People are dying at the intersection of Ky 155(Taylorsville Road) and South Pope Lick Road. Traffic from 1-265 down to South Pope Lick Road most often travels too fast and is extremely heavy. Motorist attempting to turn are at risk, as are the other vehicles in the intersection.

Motorist traveling west on Ky 155 are usually exceeding the speed limit and the visibility from South Pope Lick Road to the east(left) is extremely limited. Visibility at this same intersection west(to the right) is impossible. Prayers are needed!

Please consider the building boom in this area, the popularity of the Parklands and the many commuters from Spencer county traveling this road. Ky 155 only needs the additional 2 miles of 4 lanes to connect to the beautiful 4 lanes already in place!

Please fix the deadly situation effectively so that you will not have to redo it in the future. This area needs you thoughtful care.

Thank you for hearing me,
Susan Brown

Response from KIPDA:
Ms. Brown,

Thanks for the email and your comments on the projects proposed for amendment. I will share them with the Transportation Policy Committee, KYTC and Louisville Metro Public Works.

Sincerely,

Ashley Tinius

Comment from Judy Manning

What a daunting task you all have ahead. Life in Kentucky will be greatly improved by the proposed changes.

On items 958 and 959, you might as well go ahead and change I-265 to ***8 lanes*** at this time instead of the proposed 6. By the time you add the additional 2 lanes you'll already need four.

Hopefully when the list of improvements is completed and we're not all sitting, idling in traffic then our air quality will also improve.

Sincerely,
Judy Manning, Louisville

Response from KIPDA:

Ms. Manning,

Thanks for the email and your comments on the projects proposed for amendment. I will share them with the Transportation Policy Committee, KYTC and Louisville Metro Public Works.

Sincerely,

Ashley Tinius

Comment from Brian Glanz:

Dear KIPDA---

Some comments regarding the 2035 MTP:

1. KYTC had a "town hall meeting" over the summer to discuss the widening of the Gene Snyder Freeway from Taylorsville Rd to I-71. Andrea Clifford stated that the project was the #1 priority for KYTC. If that is indeed true, why do you have an open to public date of 2023 and changing to 2025? Those dates don't indicate a high priority project.

2. The Gene Snyder Freeway seems to be the interstate that needs the most improvements. Traffic is horrendous during rush hour times. Your report has several Gene Snyder projects but the open to public dates are 2021, 2028, 2029 and 2030. This work needs to be expedited. The development along the I-265 corridor has been happening for years without any response in the way of highway improvements. The Gene Snyder is used heavily as a metro area bypass, as it should be, but with all the traffic congestion, it is more expeditious to travel on the Watterson Expwy which brings bypass traffic into the middle of town.

3. I don't see any project on the report to rebuild the interchange at US-60 and I-265. Perhaps, I overlooked it. What is the status?

thanks---Brian Glanz

Response from KIPDA:

Mr. Glanz,

In regards to your first two questions, project budget and schedule are controlled by KYTC and I suggest you check with Andrea Clifford on the current status.

Regarding question three, interchange improvements were made around 2010 and there are no current plans to rebuild the interchange.

Thanks for the email and your comments on the proposed amendments. I will share these with our Transportation Policy Committee. Please let me know if you have further comments.

Sincerely,

Ashley Tinius

Comment from Bruce Stansbury: (via phone call)

On KIPDA Project ID 956,making three lanes doesn't make any sense. There's a lot of construction and traffic is horrible on Taylorsville Road with people trying to go to Spencer County. Three lanes adds no benefit or value. In morning and evenings it's a slow creep. Pushing back the timeline of this project also makes no sense. I am going to contact Representative Miller about this also.

The widening of Gene Snyder also need to happen. Now I stay at work two hours later than I have to to avoid traffic. The traffic to get on Gene Snyder backs up on 64 all the way to Hurstbourne Lane. I want someone to come and see the parking lot it has become.

Response from KIPDA:

Mr. Stansbury,

Thanks for the email and your comments on the projects proposed for amendment. I will share them with the Transportation Policy Committee, KYTC and Louisville Metro Public Works.

Sincerely,

Ashley Tinius

Comment from Bert Stocker: (via phone call 9/24/18)

Taylorsville Road needs to be four lanes, not three.

Response from KIPDA:

Mr. Stocker,

Thanks for the email and your comments on the projects proposed for amendment. I will share them with the Transportation Policy Committee, KYTC and Louisville Metro Public Works.

Sincerely,

Ashley E. Tinius