



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

June 7, 2019

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

Mr. Jarret 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 Federal Highway Administration (FHWA), Kentucky Division Office, in consultation with the Indiana Division Office have reviewed the following documents:

Amendment 5 to the 2018 – 2021 Transportation Improvement Program (TIP) and  
Amendment 12 to the 2035 Metropolitan Transportation Plan (MTP) for the  
Louisville Area Metropolitan Planning Organization  
(MPO resolution approval date of May 31, 2019)

We found these amendments include only exempt projects. The amendments will not change the regional emissions analysis that was used to support the most recent conformity determination made on December 3, 2018. A new air quality conformity determination is not required under the Transportation Conformity Rule. Please contact me at (502) 223-6742 or Bernadette Dupont at (502) 223-6729 if you have any questions.

Sincerely,

Eric Rothermel  
Environmental Protection Specialist

cc: Joyce Newland, FHWA-IN  
Erica Tait, FHWA-IN  
Aviance Webb, FTA-R4  
Kelly Sheckler, EPA-R4  
Ron Rigney, KYTC- Program Management  
Amanda Spencer, KYTC-Planning  
Melissa Duff, KEEC-Air Quality  
Keith Talley, APCD  
Eric Perez, KYTC – Transportation Delivery  
Ferdinand L. Risco, TARC



**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: May 14, 2019

SUBJECT: Amendment 12 of the Horizon 2035 MTP  
Amendment 5 of the FY 2018 – 2021 TIP

KIPDA is amending 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, comments from the public and a summary of staff's communication with the Interagency Consultation Group regarding the projects.

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

The proposed project changes were available for public review from April 29, 2019 through March 14, 2019, at public libraries and on the KIPDA website. A public meeting was held on May 6, 2019, at the Highlands-Shelby Library, 1250 Bardstown Road, Louisville, KY 40204.

The Transportation Technical Coordinating Committee recommended approval by the TPC of these amendments at their May 8, 2019 meeting.

**Action is requested to approve Amendment 12 of the Horizon 2035 MTP.**

**Action is requested to approve Amendment 5 of the FY 2018 – 2021 TIP.**

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

Equal  
Opportunity  
Employer



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #5 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 (KY-IN) Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties 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 2019 – 2022 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 this amendment of 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



May 23, 2019 meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

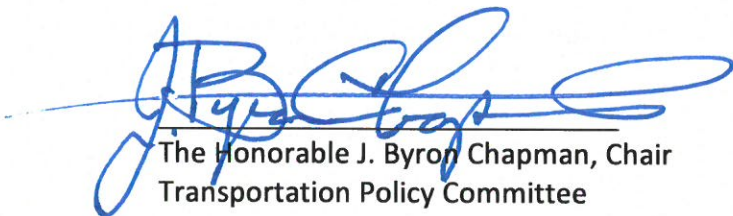
**Whereas**, the KIPDA Transportation Policy Committee is to certify that Horizon 2035 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal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

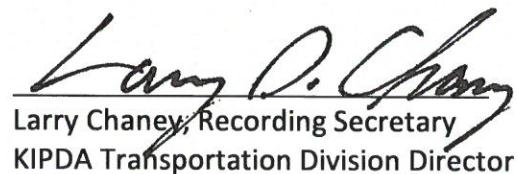
**Now, therefore let it be resolved**, that the KIPDA Transportation Policy Committee adopts Amendment #5 of the FY 2018-2021 Transportation Improvement Program to serve as the KIPDA MPO official Transportation Improvement Program; and,

**Let it be further resolved**, that the KIPDA staff is authorized to transmit this amendment of 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 23<sup>rd</sup> day of May, 2019.



The Honorable J. Byron Chapman, Chair  
Transportation Policy Committee



Larry Chaney, Recording Secretary  
KIPDA Transportation Division Director



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #12 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 (KY-IN) Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties 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,

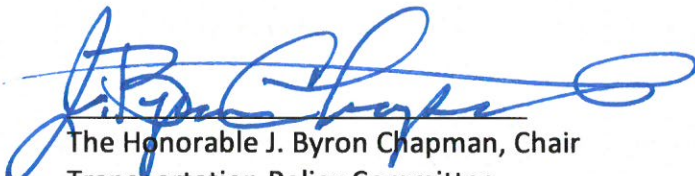
**Whereas**, the KIPDA Transportation Policy Committee is to certify Horizon 2035 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; 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 #12 of the Horizon 2035 Metropolitan Transportation Plan to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

**Let it be further resolved**, that the KIPDA staff is authorized to transmit this amendment of *Horizon 2035 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 23<sup>rd</sup> day of May, 2019.



The Honorable J. Byron Chapman, Chair  
Transportation Policy Committee



Larry Chaney, Recording Secretary  
KIPDA Transportation Division Director



Amendment 12 of Horizon 2035 Metropolitan Transportation Plan  
Amendment 5 of FY 2018 - FY 2021 Transportation Improvement Program  
**Tentatively Scheduled for May 23, 2019**

Project Sponsor	County	KIPDA ID	State ID	Project Name	Project Description	Change to MTP	Effect on AQ Analysis	Change to TIP	Funding Source
<b>KENTUCKY PROJECTS</b>									
KYTC	Oldham	NEW		I-71 Northbound Exit Ramp Improvements to KY 53	<p>Reduce congestion and improve safety on the northbound exit ramp from I-71 to KY 53, and at the exit ramp and KY 53 intersection.</p> <p>Project may include the following scope: widen the exit ramp from 1 to 2 lanes; add a right turn lane and a left turn lane to create dual right and dual left turn movements; install a new traffic signal for the intersection improvements; and add lane striping and way finding signs for lane assignment to guide drivers to the correct lane for turning or thru traffic movements at the intersection.</p>	<p>Add to Plan</p> <p>Open to Public date 2020</p> <p>Total Project Cost: \$2,009,000</p>	Exempt, can be modeled	Add to TIP Open to Public date 2020	
								<p>Program Design in FY 2019:</p> <p>\$456,000 (Federal)</p> <p>\$0 (Other)</p> <p>\$456,000 (Total Cost)</p>	CMAQ
								<p>Program Right of Way in FY 2019:</p> <p>\$73,000 (Federal)</p> <p>\$0 (Other)</p> <p>\$73,000 (Total Cost)</p>	CMAQ
								<p>Program Utilities in FY 2019:</p> <p>\$29,000 (Federal)</p> <p>\$0 (Other)</p> <p>\$29,000 (Total Cost)</p>	CMAQ
								<p>Program Construction in FY 2019:</p> <p>\$1,451,000 (Federal)</p> <p>\$0 (Other)</p> <p>\$1,451,000 (Total Cost)</p>	CMAQ

Louisville Metro	Jefferson	NEW		Connection 21- Signal System Upgrade and Research	Expansion of fiber communications; and upgrades of signal controllers; along heavily traveled corridors in Jefferson County with high current and projected congestion.	Add to Plan Open to Public date 2022 Total Project Cost: \$1,835,000	Exempt	Add to TIP Open to Public date 2022	
								Program Design in FY 2019:  \$200,000 (Federal) \$50,000 (Other) \$250,000 (Total Cost)	CMAQ
								Program Utilities in FY 2021:  \$182,400 (Federal) \$45,600 (Other) \$228,000 (Total Cost)	CMAQ
								Program Construction in FY 2021:  \$1,100,000 (Federal) \$275,000 (Other) \$1,375,000 (Total Cost)	CMAQ
TARC	Jefferson	NEW		Outer Loop Circulator	<p>TARC will implement an Outer Loop circulator route to add an estimated 8 peak morning and 8 peak afternoon weekday trips along the corridor from Iroquois Park to Renaissance Business Center and Commerce Crossings via National Turnpike, Outer Loop, and Preston Highway. This new service will add connections to high frequency routes 4 and 18, local route 6, and express route 45X. TARC will work closely with area businesses to address their specific needs, shifts, and hours of operations.</p> <p>The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on the connecting routes:</p> <ul style="list-style-type: none"> <li>• Route 4 - 150 weekday trips, 3,500 average weekday boardings, 85,000 total monthly boardings</li> <li>• Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings</li> <li>• Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings</li> <li>• Route 45X - 10 weekday trips, 75 average weekday boardings, 2,000 total monthly boardings</li> </ul>	Add to Plan Open to Public date 2020 Total Project Cost: \$1,389,000	Exempt	Add to TIP Open to Public date 2020	
								Program Operations in FY 2020:  \$370,400 (Federal) \$92,600 (Other) \$463,000 (Total Cost)	CMAQ
								Program Operations in FY 2021:  \$370,400 (Federal) \$92,600 (Other) \$463,000 (Total Cost)	CMAQ
TARC	Jefferson	NEW, Parent ID: 585		TARC Purchase Two Extended Range Electric Buses	Purchase two (2) extended range full battery-electric transit buses, and two (2) depot chargers.	None	Exempt	Add to TIP Open to Public date 2019	
								Program Transit Capital in FY 2019:  \$1,564,160 (Federal) \$391,040 (Other) \$1,955,200 (Total Cost)	CMAQ



## Interagency Consultation Conference Call

April 25, 2019  
10:00 a.m. EST

### Participants

FHWA-KY	-- John Ballantyne, Bernadette Dupont, Eric Rothermel
FTA – Region 4	-- Aviance Webb
EPA – Region 4	-- Dianna Myers
KYTC	-- Justin Harrod, Tonya Higdon, Mikael Pelfrey, Steve Ross, Amanda Spencer, Thomas Witt
KYTC District 5	-- Tom Hall
KY DAQ	-- Anna Bowman, Ashlee Whisman
LMAPCD	-- Craig Butler, Michelle King
TARC	-- Aida Copic
KIPDA	-- David Burton, Larry Chaney, Amanda Deatherage, Andy Rush, Randy Simon, Nick Vail

### Background

Recently, KIPDA staff has undertaken the steps necessary to conduct Amendment 12 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 5 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 April 18, 2019. No regional emissions analysis will be needed for this amendment since all projects are exempt. An amendment containing non-exempt projects is planned for a later time.

### Discussion of Amendment Schedule

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

- No air quality analysis will be conducted since all projects in this amendment are exempt.
- Public review: April 29 through May 14, 2019
- KIPDA TPC review of public comments: May 7 through 22, 2019
- KIPDA TPC action on May 23, 2019
- Scheduling another IAC conference call in mid May 2019 to discuss the next MTP/TIP amendment that will include non-exempt projects.

### Discussion of Amendment 5 of the FY 18 – FY 21 TIP/Amendment 12 of the Horizon 2035 MTP

The MTP/TIP amendments were driven by KYTC awarding CMAQ funding to four projects within the KIPDA MPO region. One project is sponsored by KYTC, one is sponsored by Louisville Metro, and two are sponsored by TARC. These four new projects were discussed at this meeting.

### Discussion of Projects

The list of projects was reviewed. KIPDA staff reiterated that the projects' changes on this list were exempt from air quality conformity and if there were a questionable project change regarding air quality status, that project would be moved to a non-exempt amendment to be conducted later this summer. The IAC concurred that all projects were exempt and none needed to be moved to the non-exempt amendment.

Regarding the TARC Outer Loop Circulator project, Aida Copic, TARC, stated that the CMAQ awards provided for three consecutive years of operations funding assistance, but only two years (FY 2020 and FY 2021) are shown in the list of amendments.

Amanda Deatherage, KIPDA, clarified that the third year of funding in FY 2022 is not shown in these amendments because KIPDA's current TIP only covers the years FY 2018 to FY 2021. The third year of funding in FY 2022 will be included in the next TIP which will incorporate FY 2022.

Regarding the KYTC I-71 Northbound Exit Ramp Improvements to KY 53, Michelle King, LMAPCD, asked for clarifications on the meaning behind the effect on air quality status being indicated as "Exempt, can be modeled."

Andy Rush, KIPDA, stated that since the project will add a lane to the ramp, the travel model will be updated to reflect that new lane and the exempt guidance was given by FHWA-KY in a prior call. This travel model update will be included in the next air quality conformity analysis, scheduled for later this year.

Bernadette Dupont, FHWA-KY, stated that this project is not adding capacity to the interstate and it is alleviating congestion on the interstate; thus it was eligible for CMAQ funding, and is therefore exempt from air quality conformity analysis.

Thomas Witt, KYTC, stated that the project is an intersection improvement at the intersection of I-71 and KY 53.

Craig Butler, LMAPCD, asked if this project was also exempt because of the length of the extra lane being added.

Bernadette Dupont, FHWA-KY, confirmed that the extra lane being constructed is relatively short.

Michelle King, LMAPCD, asked if KYTC already found this project to be exempt during the CMAQ application and approval process.

Bernadette Dupont, FHWA-KY, confirmed that one of the factors in the approval process of CMAQ awards is whether the project is in fact eligible for CMAQ funding.

Amanda Spencer, KYTC, asked if there were any other I-71 improvement projects that were going to be included in these amendments.

Larry Chaney and Nick Vail, KIPDA, both clarified that the other I-71 projects will be included in Administrative Modification 29 that KIPDA is processing later the same day.

There were no other questions or comments about any of the other projects included in the amendments.

Justin Harrod, KYTC, requested that KYTC continue a conversation with FHWA-KY that had been started during a previous phone call.

Bernadette Dupont, FHWA-KY, requested that the conversation continues in a separate phone call.

Nick Vail, KIPDA, asked if the topic that needed to be discussed has any relation to these amendments.

Bernadette Dupont, FHWA-KY, stated no.

There were no other questions or discussion.

The conference call adjourned at 10:20 a.m.



## **Horizon 2035 Metropolitan Transportation Plan and FY 2018 – FY 2021 Transportation Improvement Program**

### **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 transportation planning organization for the five-county region including Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. Our responsibilities include producing a long-range transportation document, Horizon 2035 Metropolitan Transportation Plan, as well as a short-range planning document, the Transportation Improvement Program (TIP) that is updated at least every four years.

Changes have been proposed to the Metropolitan Transportation Plan and the Transportation Improvement Program. The Horizon 2035 Metropolitan Transportation Plan with the proposed changes is financially reasonable, and the proposed TIP is fiscally constrained.

We invite you to review the project information and submit comments to the following address by May 14, 2019.

### **TIP & Plan Updates**

#### **KIPDA**

**11520 Commonwealth Drive  
Louisville, KY 40299**

**Email comments to: [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)**

In addition, you can review the documents and ask questions in person during a public open house held at the following times and locations:

- **May 6, 2019**, 4:30 p.m. – 6:00 p.m. at the Highlands/Shelby Park Library, 1250 Bardstown Road, Louisville, KY 40204

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

Equal  
Opportunity  
Employer



Metropolitan Planning Organization

11520 Commonwealth Drive  
Louisville, KY 40299  
502-266-6084  
Fax: 502-266-5047  
KY TDD 1-800-648-6056  
[www.kipda.org](http://www.kipda.org)

Kentucky Designated Area Agency on Aging



Nick Vail, KIPDA, asked if the topic that needed to be discussed has any relation to these amendments.

Bernadette Dupont, FHWA-KY, stated no.

There were no other questions or discussion.

The conference call adjourned at 10:20 a.m.



Kentuckiana Regional Planning  
and Development Agency

## KIPDA Public Comment Reporting Form

Date Received: 5/6/2019

Received By:

Name: JACKIE COBB

Address: 1320 Cherokee Rd.

E-Mail: JACKIERCOBB@GMAIL.COM

Phone: (502) 552-0362

Affiliation (if any):

Comment:

- Opposed to entire I-MOVE KY project
- support ~~connected~~ connected bike lane network with protected bike lanes
- support efforts to reduce car use and reduce VMT in our areas
- reduce carbon emissions + make this a priority
- support dedicated bus lanes
- support land use reform, particularly removing parking minimums + taxing surface parking lots
- ~~support dedicated bike lanes~~
- ~~support dedicated bike lanes~~
- make dedicated ~~protected~~ + protected bike lanes on Frankfort Avenue + Bardstoun Rd



Kentuckiana Regional Planning  
and Development Agency

## KIPDA Public Comment Reporting Form

Date Received:

Received By:

Name: GREG ZAHRADNIK

Address: 1239 ROYAL AVE

E-Mail: ZENER@JUNO.COM

Phone: \_\_\_\_\_

Affiliation (if any): \_\_\_\_\_

Comment:

- Projects in Amendment 5 + 12 look good. seems well thought out & planned. Electric vehicles + TARC support
- good to have public meetings around town in different places
- recommend keeping current lane change during rush hour on Bardstown Road. Many pluses & well liked. "If it ain't broke - don't fix it." Other parts of plan look good.
- I-MOVE KY comments. Make sure we maintain what we have before we build new and expand.



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

**May 6, 2019**

**4:30-6:00 p.m.**

**Highlands/Shelby Park Library**

1. Greg Zahradnik
2. Jackie Cobb
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_



**From:** [Nick Vail](#)  
**To:** [Nick Vail](#)  
**Subject:** FW: Public Notices of Projects: Transportation Division  
**Date:** Tuesday, May 07, 2019 1:21:33 PM

---

-----Original Message-----

From: PJ DiBlasi <pjdiblasi@yahoo.com>  
Sent: Friday, May 3, 2019 1:40 PM  
To: Kipda Transportation <kipda.trans@kipda.org>  
Subject: Re: Public Notices of Projects: Transportation Division

KIPDA-

I have, as far back as the late 1980s, asked why trams or trolleys are not part of the long term transportation plan for the region.

The replies I always received were that they “would not interface well with vehicular traffic”. Ironically, I had spent some time in 1977, in Poland, where they still used the trams and trollies similar to those used in Louisville in the 1930s and 1940s in most of the larger metropolitan areas. I never heard / read of any issues of vehicles and trollies.

As part of my research on various federally funded archaeological projects, I found that all of the trolley rights of ways still legally and in most cases physically exist. These are, one would assume, still owned by TARC (the company that replaced the trolley company). There was even an inter urban rail system that serviced nearly the entire KIPDA region.

Thank you for your attention,

PJ DiBlasi

**From:** [Ashley Tinius](#)  
**To:** [Nick Vail](#)  
**Subject:** FW: Ramp on I-71  
**Date:** Tuesday, May 07, 2019 1:54:45 PM  
**Attachments:** [image004.png](#)  
[image005.png](#)  
[image006.png](#)

---

## Ashley Tinius

Community Outreach Specialist  
KIPDA: Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, Kentucky 40299  
Phone: 502-266-6144 ext. 123  
Fax: 502-266-5047  
Website: [www.kipda.org](http://www.kipda.org)



**Confidentiality Notice:** *This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.*

**From:** Jackie Cobb <jackiercobb@gmail.com>  
**Sent:** Tuesday, May 7, 2019 12:58 PM  
**To:** Ashley Tinius <Ashley.Tinius@kipda.org>  
**Subject:** Ramp on I-71

Hi Ashley,

Nice meeting you yesterday. Thank you for holding the public meeting at the Highlands - Shelby Park Library.

I would like to submit official comment regarding one of the projects on the docket for construction - adding a lane to the ramp from I-71 onto Route 53.

I do not support spending money on this project. For the backup of cars you described happening on I-71, I propose your team explore alternatives to widening the ramp, including:

- Implementing Congestion Pricing on I-71

- Working with Rawlings Group to implement a Daily Parking Fee at their parking lot. You mentioned that this company is particular is a huge cause of the number of people driving in cars at peak hours. Today, the company does not charge a fee for parking, which encourages people to drive alone in their cars. If the company required employees to pay a fee daily to park, many people would change their behavior and carpool.

- Working with the County to protecting undeveloped land here. That will reduce demand for driving in this area and protect our land - which we need to sustain nature and human life.

We need to be spending our transportation dollars to encourage walking and cycling. There is a finite amount of money and we've spent enough on car-related infrastructure. Let's spend our money and time on encouraging low-carbon transportation by foot, bike and bus.

Kindly,  
Jackie Cobb

**From:** [Nick Vail](#)  
**To:** [Nick Vail](#)  
**Subject:** FW: Public Notices of Projects: Transportation Division  
**Date:** Tuesday, May 07, 2019 1:21:33 PM

---

-----Original Message-----

From: PJ DiBlasi <pjdiblasi@yahoo.com>  
Sent: Friday, May 3, 2019 1:40 PM  
To: Kipda Transportation <kipda.trans@kipda.org>  
Subject: Re: Public Notices of Projects: Transportation Division

KIPDA-

I have, as far back as the late 1980s, asked why trams or trolleys are not part of the long term transportation plan for the region.

The replies I always received were that they “would not interface well with vehicular traffic”. Ironically, I had spent some time in 1977, in Poland, where they still used the trams and trollies similar to those used in Louisville in the 1930s and 1940s in most of the larger metropolitan areas. I never heard / read of any issues of vehicles and trollies.

As part of my research on various federally funded archaeological projects, I found that all of the trolley rights of ways still legally and in most cases physically exist. These are, one would assume, still owned by TARC (the company that replaced the trolley company). There was even an inter urban rail system that serviced nearly the entire KIPDA region.

Thank you for your attention,

PJ DiBlasi