

ADOPTED
FEBRUARY
2020

FY 2020 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM

Louisville/Jefferson County, KY-IN
Metropolitan Planning Area

A Resolution
of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee
adopting the
FY 2020 – FY 2025 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) 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, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation 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 2020 – FY 2025 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* is a subset of Connecting Kentuckiana 2040, 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 2020 – FY 2025 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 2020 – 2024 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 2020 – FY 2025 Transportation Improvement Program for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area* is adopted by official action at the February 27, 2020 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 2020 – FY 2025 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 27th day of February 2020.



The Honorable J. Byron Chapman, Chair
Transportation Policy Committee



Amanda Spencer, Recording Secretary
KIPDA Transportation Division Director

The Kentuckiana Regional Planning & Development Agency

is the federally designated
Metropolitan Planning
Organization for a five-county
region in two states: Clark and
Floyd counties in Indiana; and
Bullitt, Jefferson, and Oldham
counties in Kentucky.

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FUNDING DISCLAIMER | This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration, Federal Highway Administration, Kentucky Transportation Cabinet, Indiana Department of Transportation, Transit Authority of River City, and local governments in the KIPDA region. This financial assistance notwithstanding, the contents of this report do not necessarily reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Kentuckiana Regional Planning and Development Agency, based upon project information submitted by sponsoring agencies.

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Transportation Policy Committee

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City of Charlestown
City of Jeffersontown
City of Jeffersonville
City of New Albany
City of Shively
City of St. Matthews

Clark County
Floyd County
Indiana Department of Transportation
Indiana Department of Transportation - Seymour District
Jefferson County League of Cities

Kentucky Transportation Cabinet
Louisville Metro Government
Louisville Regional Airport Authority
Oldham County
Town of Clarksville
Transit Authority of River City

ADVISORY MEMBERS

Federal Aviation Administration - Memphis
Federal Highway Administration - Indiana

Federal Highway Administration - Kentucky
Federal Transit Administration - Region 4

Kentucky Transportation Cabinet - District 5
Louisville Metro Planning & Design Services

Transportation Technical Coordinating Committee

VOTING MEMBERS

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Indiana Department of Environmental Management

Indiana Department of Transportation - Public Transportation
Indiana Department of Transportation - Urban & Long Range Planning
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Kentucky Division of Air Quality
Kentucky Transportation Cabinet
Kentucky Transportation Cabinet - District 5
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KIPDA

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Louisville Metro Economic Development
Louisville Metro Planning & Design Services
Louisville Metro Public Works & Assets
Louisville Regional Airport Authority
Oldham County
Oldham County Planning Commission
Port of Indiana Jeffersonville
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Transit Authority of River City

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Bullitt County Chamber of Commerce
Clark County Fire Chiefs Association
Federal Aviation Administration - Memphis
Federal Highway Administration - Indiana
Federal Highway Administration - Kentucky

Federal Transit Administration - Region 4
Greater Louisville Inc.
Indiana Motor Truck Association
Kentucky Trucking Association
Louisville Water Company
Louisville/Jefferson County Metro Sewer District
Oldham Chamber & Economic Development

One Southern Indiana
Procarent
Regional Mobility Council
River Hills Economic Development District
Southern Indiana Transit Advisory Group
TARC Accessibility Advisory Council
TRIMARC
University of Louisville

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01 INTRODUCTION

IN THIS CHAPTER

Overview

OVERVIEW

The Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee (TPC) 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 (MPA) 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. A map of the MPA can be found in Figure 1.

On December 4, 2015, President Obama signed the federal transportation authorization, Fixing America's Surface Transportation Act (FAST Act), into law. This legislation provides federal funding for surface transportation infrastructure planning and investment through Fiscal Year 2020. The Transportation Improvement Program (TIP) is a short-range, multi-year program of transportation projects approved for funding with federal, state and local funds within the KIPDA region. All MPOs are required by the FAST Act to develop a fiscally constrained TIP and to update it at least every four years. This document contains a list of all surface transportation projects planning to use federal funds.

Since the TIP is considered a subset of the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan (MTP), KIPDA staff and the TPC must ensure that the projects included conform to the air quality-related State Implementation Plans (SIP) of Indiana and Kentucky. All projects included in the FY 2020 – 2025 TIP are consistent with the *Connecting Kentuckiana 2040* MTP. Additionally, all the projects included in the FY 2020 – 2025 TIP are also included in the Statewide Transportation Improvement Programs (STIP) for the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC).

The basic purpose of the TIP is to provide the mechanism for scheduling Federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision for the area. Every federally funded transportation project must be included in the TIP, as well as any State or locally funded projects that are considered regionally significant. A secondary purpose of the TIP is to provide information to the general public about these federally funded projects as well as other regionally significant projects that do not utilize federal funds.

Figure 1: MPA Area



Projects that are programmed in the TIP are typically selected by one of four agencies: INDOT, KYTC, KIPDA or the Transit Authority of River City (TARC). The two State departments of transportation, INDOT and KYTC, both have the responsibility to award the majority of Federal transportation funds that are appropriated through the Federal Highway Administration (FHWA). While some projects originate from the respective state's asset management plans, both INDOT and KYTC make a variety of programmatic funds available annually for competitive calls for projects. KIPDA staff members coordinate with INDOT and KYTC staff to ensure that all necessary projects are included in KIPDA's TIP.

The TPC, KIPDA's policy-making body, has the responsibility to award Federal transportation funds for several dedicated funding programs. In Indiana, KIPDA receives an annual allocation of dedicated funds for four programs: Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). In Kentucky, KIPDA only receives an annual allocation of dedicated funds for two programs: STBG and TA.

In September 2016, KIPDA implemented a new Project Management Process which provides specific details on how these dedicated funds are awarded and managed in

our region. In most situations, a Project Working Group (PWG) will make recommendations for KIPDA's dedicated funds based on a variety of factors, most notably the Local Public Agency's (LPA) history of project advancement, MTP ranking and potential contribution toward achieving KIPDA performance targets. Recommendations from the PWG must then be recommended by the Transportation Technical Coordinating Committee (TTCC) and the TPC. For more information on the Project Management Process, please see the Indiana and Kentucky guidance documents. For all of the dedicated funding programs, there are also eligibility requirements that KIPDA staff ensures are followed.

As the designated recipient of Federal Transit Administration (FTA) funds in the KIPDA region, TARC has the responsibility to determine how to use the formula program funds that are allocated by FTA. Each year, TARC receives funds through both the Urbanized Area Formula Program (Section 5307) as well as the Bus and Bus Facilities Formula Program (Section 5339a). Additionally, TARC manages the competitive selection process for the region's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program.

02

TIP PROCESSES

IN THIS CHAPTER

Development of a New TIP
Changes to the TIP
Group Projects Policy

DEVELOPMENT OF A NEW TIP

Every two or three years KIPDA staff develops a new TIP which must be approved by the TPC. For the development of the new Fiscal Year 2020 – 2025 TIP, KIPDA coordinated with all eligible project sponsors in the region to ensure they understood how programming decisions would be made. The development of the new TIP was closely aligned with the development of the new MTP. Staff ensured that the schedule of MTP and TIP activities was communicated clearly to the public, project sponsors and committee members.

All projects with KIPDA dedicated funds that were previously programmed in the FY 2018 – 2021 TIP were grandfathered in, thereby honoring prior financial commitments. The PWG was utilized to make funding recommendations to the committees for any FY 2020 – 2025 dedicated funds that were still available for award. The PWG's recommendations were then taken to KIPDA's committees for a recommendation by TTCC, followed by TPC approval.

Next, KIPDA created a comprehensive listing consisting of those projects that receive KIPDA dedicated funds as well as those projects that were awarded funding by INDOT, KYTC and TARC. All of the projects combined make up the FY 2020 – 2025 TIP. The projects along with the TIP narrative, performance-based planning documentation and additional financial information were presented to TTCC for recommendation, followed by TPC for approval.

After TPC approval, the FY 2020 – 2025 TIP was submitted to the Environmental Protection Agency (EPA), FHWA, FTA for Federal review and approval of the document. Subsequently, KIPDA will send the new TIP to INDOT and KYTC for their review, approval and incorporation in each state's respective State Transportation Improvement Program (STIP).

CHANGES TO THE TIP

Due to the dynamic nature of transportation projects as they move through the implementation process, the TIP must be modified on a regular basis. There are two different processes that KIPDA follows when modifying the TIP.

The amendment process is typically used when making major project changes, while other more minor project changes may follow the expedited administrative modification process. In addition to making changes to the projects included in the TIP, there may be times where the narrative of the TIP must also be changed. For example, with the new Federal requirements for performance-based planning and programming, there will be times when KIPDA processes TIP amendments and administrative modifications to revise the performance targets and other related information. More detailed information about the two different processes is provided below.

AMENDMENTS

The process of amending the TIP is much more onerous and time-consuming than the process for administrative modifications. There are three primary reasons for this: the first is that changes deemed as regionally significant must be presented to the general public along with an opportunity for them to provide comments. Additionally, these regionally significant changes must be presented and formally approved by the TPC, KIPDA's policy-making body. Finally, any project that affects air quality (i.e. non-exempt), such as widening a surface street or interstate, must be analyzed further to ensure conformity with the national air quality standards set by EPA.

More specifically, the amendment process applies to projects that meet any of the following conditions:

- Adding or removing a Federally funded project or project phase(s) that is regionally significant and is not eligible for an administrative modification
- Substantive change in design concept or scope of the project
- Change in project costs that triggers a new fiscal constraint determination
- Change to a project that affects air quality conformity determination

See Figure 2 for more information about the steps involved in the TIP amendment process.

Annually, KIPDA will conduct between one (1) and four (4) TIP amendments. However, KIPDA typically only processes two (2) amendments during the course of the year. KIPDA staff is in constant coordination with sponsors about the need to make changes to projects included in the current TIP.

Figure 2: TIP Amendment Process

Task	Timeframe
Sponsors submit project changes	5-15 days
Staff reviews proposed changes	15-30 days
Air quality analysis, if necessary	30-45 days
Public review and comment period	15 days
Consideration and approval by KIPDA committees	30 days
Federal/State review and approval	Up to 60 days

ADMINISTRATIVE MODIFICATIONS

For those minor project changes, it is possible to process an administrative modification to the TIP. Administrative modifications do not need to be presented to the general public nor are they approved by KIPDA's committees. However, KIPDA staff must present them to the TPC for informational purposes.

The following project changes may be considered an administrative modification:

- Correcting obvious minor data entry errors
- Splitting or combining projects without modifying the original project intent
- Changing or clarifying elements of a project description without modifying the original project intent
- Moving a project from one funding category to another
- Shifting the schedule of a project or phase within the years covered by the TIP as long as there is no impact on fiscal constraint
- Adding Planning, Design (D), Preliminary Engineering (PE), Right-of-Way (R), or Utilities (U) phases to a construction project that is already in the TIP/STIP
- Moving any identified project phase programmed for a previous year into a new TIP (rollover provision)
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint

- Adding projects that fall under one of the "group project" categories that do not require public review, redemonstrations of fiscal constraint or an air quality conformity determination

In addition to minor project changes, new projects may be added to the TIP if they qualify through KIPDA's Group Projects Policy. More information about that policy is provided in the next section.

Typically, KIPDA will conduct no more than one administrative modification per month. The administrative modifications are normally presented to the TPC at the next upcoming monthly meeting. Since the TPC meeting packet is mailed out approximately

7 days in advance, only those project changes that are submitted 10 days prior to the upcoming TPC meeting are guaranteed to be included. If an administrative modification is not submitted in time, then KIPDA will process the project change at the following month's TPC meeting.

GROUP PROJECTS POLICY

The intent of including Group Projects in the Metropolitan Transportation Plan and Transportation Improvement Program is to recognize the collective contributions of relatively small-scale transportation projects to the region's transportation system. The Group Project concept also serves as a means to more efficiently advance projects through the transportation planning process.

MTP

The Group Project categories will be included in the MTP in order to provide for financial accountability of relatively small-scale projects and studies that may not be listed individually in the MTP.

The Group Project Categories in the MTP are considered Financial Place Holders.

All Group Project categories will be based on mode or purpose and are not subject to subdivision based on local jurisdiction or project sponsor. Within each state, Group Categories are available for all jurisdictions and sponsors.

TIP

With appropriate demonstration of fiscal constraint, Group Project categories are eligible for inclusion in the TIP. Group Project categories allow for an administrative modification of the TIP to include eligible new projects.

Without exception, Group Project categories in the TIP must be the same as those in the MTP.

For a project to be considered for administrative modification based on a Group Category, the following are required:

- The proposed project or program meets the eligibility requirement of a Group Project
- The proposed project or program meets the guidelines and standards for being added to the TIP through the Administrative Modification process.

KIPDA PERFORMANCE MANAGEMENT PLAN

The anticipated performance-based contributions of projects and programs that meet eligibility requirements of a Group Project category (and are added to the TIP through amendment or administrative modification) will be accounted for in the [KIPDA Performance Management Plan](#).

GROUP PROJECT CATEGORIES

Air Quality Improvements

Projects and programs in the Air Quality Improvements Group are intended to provide for a healthier region by reducing mobile source air pollutants.

Examples of Air Quality Improvements include, but are not limited to:

- Ridesharing and vanpooling
- Park and ride facilities
- Traffic flow improvement programs that demonstrate emissions reductions
- Programs for improved public transit
- Bicycle and pedestrian improvements (not including the rehabilitation of existing facilities)

- Employer-based transportation management plans, including incentives

For projects and programs to be considered for the Air Quality Improvements Group, the projects and programs:

- Must contribute to improving air quality and meet any of the project and program criteria as defined in Section 108(f) of the Clean Air Act of 1990
- Must contribute to meeting KIPDA Performance Targets
- May not have a total project cost in excess of \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104
- May contribute to a reduction in vehicle miles travelled
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Bicycle and Pedestrian Improvements

Projects and programs in the Bicycle and Pedestrian Improvements Group are intended to enhance connectivity for functional trips undertaken by cyclists and pedestrians.

Examples of Bicycle and Pedestrian Improvements include, but are not limited to:

- Sidewalks
- Bicycle lanes
- Shared use paths
- Crosswalks and cross signals
- Pedestrian islands
- Rehabilitation of existing pedestrian and bicycle facilities
- Curb ramps
- Signage

For projects and programs to be considered for the Bicycle and Pedestrian Improvements Group, the projects and programs:

- Must improve modal connectivity for cyclists and pedestrians completing functional trips
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets

- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Must meet ADA accessibility requirements as defined by 28 CFR 35.151
- Are encouraged to:
 - Support the KIPDA Bicycle and Pedestrian planning process
 - Improve bicycle and pedestrian connectivity with transit
 - Reduce automotive trips, trip length, and mobile source emissions
 - Rehabilitate existing bicycle and pedestrian facilities that have deteriorated
 - Assist with meeting ADA requirements

Roadway and Bridge Preservation and Rehabilitation

Projects in the Roadway and Bridge Preservation and Rehabilitation Group are intended to protect and maintain the transportation infrastructure in an efficient manner.

Examples of Roadway and Bridge Rehabilitation include, but are not limited to:

- Pavement resurfacing
- Roadway and bridge rehabilitation
- Preventative maintenance
- Bridge replacement
- Bridge painting
- Bridge inspection

For projects to be considered for the Roadway and Bridge Preservation and Rehabilitation Group, the projects:

- Must preserve the existing roadways and or bridges, retard their future deterioration, and/or contribute to a safer travelling experience,

GROUP PROJECT CATEGORIES AND IDs

Air Quality Improvements

(Indiana ID: 2672 / Kentucky ID: 2671)

Roadway and Bridge Preservation and Rehabilitation

(Indiana ID: 2676 / Kentucky ID: 2675)

Safety Improvements

(Indiana ID: 2680 / Kentucky ID: 2679)

Transportation Enhancements

(Indiana ID: 2674 / Kentucky ID: 2673)

Bicycle and Pedestrian Improvements

(Indiana ID: 2674 / Kentucky ID: 2673)

Roadway Operational Improvements

(Indiana ID: 2678 / Kentucky ID: 2677)

Transit Improvements

(Indiana ID: 2682 / Kentucky ID: 2681)

Transportation Studies

(Indiana ID: 2675 / Kentucky ID: 2674)

- May not have a total project cost in excess of \$15,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Roadway Operational Improvements

Projects and programs in the Roadway Operational Improvements Group are generally considered low- cost traffic improvements that do not add either capacity for single occupant vehicles or additional roadway miles.

Examples of Roadway Operational Improvements include, but are not limited to:

- Signal timing optimization
- Turning lanes
- Pavement striping
- Lane assignment changes
- Signage and lighting

For projects and programs to be considered for the Roadway Operational Improvements Group, the projects and programs:

- Must improve the flow of traffic
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Safety Improvements

Projects and programs in the Safety Improvements Group are intended to reduce crashes on all public roadways and transit.

Examples of Safety Improvements include, but are not limited to:

- Guardrails
- Signage

- Lighting improvements
- Pedestrian crosswalks and crossing signals
- Intersection improvements
- Access to transit stops
- Transit boarding and alighting
- Education and awareness programs
- Railroad / Roadway Crossing Improvements

For projects and programs to be considered for the Safety Improvements Group, the projects and programs:

- Must contribute to reducing crashes, including those that involve bicyclists or pedestrians; or enhance public transportation safety
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127
- Are encouraged to:
 - Address safety concerns found at the KIPDA High Crash Locations
 - Consider the FHWA Proven Safety Countermeasures
 - Consider HSIP Eligible projects criteria as defined in 23 USC 148(a)(4)(B)
 - Support the National Public Transportation Safety Plan
 - Support the Public Transportation Agency Safety Plan as defined in 49 CFR Part 673

Transit Improvements

Projects and programs in the Transit Improvements Group are intended to enhance the operation of public transit and to contribute to maintaining, and when possible increasing, its utilization.

Examples of Transit Improvements include, but are not limited to:

- Bus stop improvements
- On-board transit amenities
- Facility improvements

- Bicycle and pedestrian facilities that improve non-motorized access to transit
- Park and ride facilities
- Transit education and awareness programs
- Rolling stock purchases, updates, and modifications

For projects and programs to be considered for the Transit Improvements Group, the projects and programs:

- Must contribute to enhancing the operation of public transit and contribute to maintaining, and when possible, increasing its utilization
- May not have a total project cost in excess of \$1,000,000
- Must contribute to meeting KIPDA Performance Targets
- May not be considered regionally significant as defined in 23 CFR 450.104
- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Transportation Enhancements

Projects and programs in the Transportation Enhancement Group are intended to provide for transportation related environmental mitigation and beautification to the transportation system.

Examples of Transportation Enhancements include, but are not limited to:

- Streetscapes
- Landscaping
- Storm water management
- Pedestrian and cyclist amenities such as benches and bicycle racks
- Inventory control or removal of outdoor advertising
- Preservation and rehabilitation of historic transportation facilities

For projects and programs to be considered for the Transportation Enhancements Group, the projects and programs:

- Must contribute to enhancing the transportation system
- May not have a total project cost in excess of \$1,000,000
- May not be considered regionally significant as defined in 23 CFR 450.104

- Must be categorized as an Air Quality Exempt project as defined in 40 CFR 93.126 and 93.127

Transportation Studies

The Transportation Studies Group is intended to facilitate the research, review, and consideration of solutions to various transportation issues and enhancements.

Examples of Transportation Studies include, but are not limited to:

- Corridor studies
- Transit studies
- Bicycle facilities studies
- Pedestrian facilities studies
- Anticipated demographic changes and Transportation Demand Management

For studies to be considered for the Transportation Studies Group, the studies:

- Must contribute to a more informed decision-making process, as well as a more efficient and expeditious project and program development and advancement,
- May not have a total project cost in excess of \$1,000,000
- Must demonstrate consideration of contributing to achieving KIPDA Performance Targets
- When applicable, are encouraged to:
 - Include consideration of various modal opportunities
 - Include consideration of TSMO strategies (including ITS and TDM)
 - Include a well-rounded community engagement process, including early and continuous involvement
 - Include consideration of KIPDA's Congestion Management Process
 - Include consideration of KIPDA's Environmental Justice Resource Document

03

FUNDING

IN THIS CHAPTER

Roadway

Public Transportation

Other Funds

Summary of Funding Award Authority

Financial Plans

Transit Program of Projects

Operations and Maintenance

The FAST Act furthers the commitment to funding programs for highways, transit, bicycle and pedestrian programs that were established in previous transportation acts. The FAST Act creates a streamlined, performance-based program and provides the funds necessary to maintain and improve our nation's transportation infrastructure.

ROADWAY

The following programs primarily focus on strengthening America's highways, establishing a performance-based program, creating jobs and supporting economic growth, supporting the Department of Transportation's safety agenda, streamlining transportation programs, and accelerating project delivery and promoting innovation. Funding for roadways is provided for projects through several core formula programs.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The National Highway Performance Program (NHPP) provides funding for projects on the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of federal aid funds in highway construction support the achievement of performance targets.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS.

NHPP eligible activities include the following:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments;
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels;
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets;
- Training of bridge and tunnel inspectors;
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS;
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways;
- Highway safety improvements on the NHS;
- Capital and operating costs for traffic and traveler information, monitoring,
- Management, and control facilities and programs;
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs;
- Infrastructure-based ITS capital improvements;
- Environmental restoration and pollution abatement;
- Control of noxious weeds and establishment of native species;
- Environmental mitigation related to NHPP projects; and
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Additional eligible uses of NHPP funds are workforce development, training, and education activities. The typical federal share of NHPP funds for a project is 80%, but that share is reduced to 65% as a penalty, if a state has not implemented an asset management plan within the established timeframe.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The Surface Transportation Block Grant (STBG) is a funding category that provides flexible funding to be used by states and Metropolitan Planning Organizations to preserve and improve the federal-aid highway, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

From the federal money allocated to a state for distribution through STBG, a proportionate share of funds is set aside for the State's Transportation Alternatives (TA) program, as well as 2% for state planning and research, and not less than 15% of the State's FY 2009 Highway Bridge Program apportionment for off-system bridges.

Fifty percent of the apportionment can be used in any area of the state, while the other fifty percent is suballocated as follows:

- Urbanized areas with a population greater than 200,000 will receive a portion based on their relative share of population;
- Areas with population greater than 5,000 but no more than 200,000 receive funding for projects identified by the state in consultation with the regional planning organization; and
- Areas with population of 5,000 or less.

STBG funds, allocated to the Louisville/Jefferson County KY-IN MPA, are to be awarded on a priority basis that is determined by the MPO in consultation with the state's respective Department of Transportation, in this case either the Kentucky Transportation Cabinet or the Indiana Department of Transportation. STBG monies obligated to the areas outside a Transportation Management Area (TMA) are to be spent at the discretion of the state department of transportation. INDOT and KYTC have the authority to award the state's share of STBG funds to projects within the Louisville/Jefferson County KY-IN MPA.

All STBG funds, other than those used for interstate completion or interstate maintenance projects, receive an 80% federal share toward the cost of each project. STBG funds used for interstate completion and interstate maintenance receive a 90% federal match.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

Projects and programs that assist in the attainment or maintenance of standards for air quality outlined in the Clean Air Act Amendments of 1990 are eligible to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible projects must:

- Contribute to the attainment or maintenance of a national ambient air quality standard; or
- Be an element of a strategy that will contribute to the attainment or maintenance of a national ambient air quality standard.

In Kentucky, the MPO recommends priorities for their non-attainment/maintenance area and the responsibility for determining final priorities for funding rests with the state. In Indiana, the responsibility for setting priority for CMAQ funds suballocated to the nonattainment/maintenance areas rests with the MPO. CMAQ funds typically represent an 80% federal obligation toward the cost of each project.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program provides funding dedicated to highway safety. These are federal funds aimed at reducing traffic fatalities and serious injuries on all public roads. Responsibility for setting priority for Highway Safety Improvement Program projects in Kentucky rests with KYTC, and in Indiana, INDOT suballocates funds to the MPOs. The federal share of all Highway Safety Improvement Program projects is typically 90%.

TRANSPORTATION ALTERNATIVES (TA)

The Transportation Alternatives Program was established to fund alternative transportation projects most notably for bicyclists and pedestrians. Fifty percent of the state's TA apportionment is suballocated by both Indiana and Kentucky to MPOs based on their relative share of the total state population.

TA funds can be used for the following eligible activities:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities, including—
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition, the following activities can be funded using these funds:

- The recreational trails program under 23 USC 206;
- The safe routes to school program under §1404 of SAFETEA-LU; and
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION (RAIL SAFETY)

This program provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railroad grade crossings. Of the total received by each state, 50% must be set aside for the installation of protective devices at railway-highway crossings. The federal share of Railway-Highway Crossings projects is 90%. INDOT and KYTC have the authority to award these funds.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD Transportation grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. The FHWA has the authority to award these competitive grant funds.

OTHER ROADWAY PROGRAMS

There are many other roadway programs that FHWA manages such as the Intelligent Transportation System (ITS) Research and Development Program, and the Infrastructure for Rebuilding America (INFRA) Grants Program. The majority of them are competitively awarded by the FHWA. More information about all FHWA programs is available [here](#).

PUBLIC TRANSPORTATION

The FAST Act also provides programmatic funding to enhance safety in public transportation and emphasizes restoring and replacing our country's aging public transportation infrastructure.

SECTION 5307: URBANIZED AREA FORMULA GRANTS

The Section 5307 program provides grants to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Eligible activities include capital projects, planning, job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers, operating costs in areas with fewer than 200,000 in population, and operating costs up to certain limits for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

TARC receives an annual allocation of funds through this program. The federal share is 80% for capital assistance, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment. However, TARC is generally not eligible to use these funds for operating assistance.

SECTION 5309: FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS ("NEW STARTS")

Section 5309 is a discretionary program that provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), bus rapid transit projects operating in

mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. The maximum federal share is 80%.

This is a discretionary grant program whereby transit agencies are required to complete a series of steps over several years prior to receiving grant funds. These funds are very competitive and are typically used to build new fixed guideway systems using light rail and streetcars.

SECTION 5310: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

The goal of the Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds have two specific requirements:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary
 - Paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

TARC is responsible for competitively awarding these funds on an annual basis to smaller transit agencies and non-profits who serve seniors and people with disabilities. The federal share for capital projects (including acquisition of public transportation services) is 80% and the federal share for operating assistance is 50%.

SECTION 5311: FORMULA GRANTS FOR RURAL AREAS

The FTA Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

These funds are awarded by INDOT's Office of Transit and KYTC's Office of Transportation Delivery to rural transit agencies. The federal share is 80% for capital projects, 50% for operating assistance, and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

SECTION 5337: STATE OF GOOD REPAIR GRANTS

Section 5337 is a formula-based program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.

Eligible activities include development and implementation of a Transit Asset Management Plan as well as the replacement and rehabilitation of:

- Rolling stock;
- Track;
- Line equipment and structures;
- Signals and communications;
- Power equipment and substations;
- Passenger stations and terminals;
- Security equipment and systems;
- Maintenance facilities and equipment; and
- Operational support equipment, including computer hardware and software.

Eligible recipients are state and local government authorities in urbanized areas (UZAs) with fixed guideway (e.g. light rail and streetcars) and high intensity motorbus systems (e.g. bus rapid transit) in revenue service for at least seven years.

TARC is not currently eligible to receive funds through this program. The maximum federal share is 80%.

SECTION 5339: GRANTS FOR BUSES AND BUS FACILITIES FORMULA PROGRAM

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 Bus and Bus Facilities Program. Eligible activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

TARC receives an annual allocation of funds through this program. The maximum federal share is 80% with a 20% local match.

OTHER FUNDS

In 1976, the Kentucky General Assembly appropriated funds to allow the Kentucky Transportation Cabinet to begin matching public transportation capital grants. Since that time, KYTC has been able to provide up to half of the nonfederal share of capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to annually review their capital equipment needs for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation provides funds from the Public Mass Transportation Fund to match federal transit grants. Created in 1980, the fund is derived from a dedication of 0.76 percent of the state's 5 percent general sales and use taxes. The state helps provide up to two-thirds of the nonfederal share required to match a federal capital or operating grant by matching up to 100 percent of locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula.

Local funding for TARC is provided by a one-fifth of one percent occupation tax approved by the voters of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975 and can be used by TARC for operating and capital matching funds.

SUMMARY OF FUNDING AWARD AUTHORITY

Understanding which agencies have the ability to award Federal funds in the Louisville/Jefferson County KY-IN MPA for the different USDOT programs can be complicated. On the next page is a chart which explains the agencies that have the authority to award funds from the core federal transportation programs. There are many other smaller funding programs not listed below for which INDOT and KYTC, as the state DOT's, also have authority to award. In addition, both entities award state transportation funds through a variety of programs.

Although there are different agencies that have the authority to award funds from different programs, the TPC and KIPDA staff still have the ultimate responsibility to officially program (i.e. add) the projects and the associated funds TIP.

FINANCIAL PLANS

The FAST Act requires the MPO to ensure the funds in the TIP are based on the Year of Expenditure, meaning they are adjusted to reflect how much each phase of a project will cost in the year in which they are scheduled. The TIP must be fiscally constrained which means the MPO cannot program more dollars in the TIP than are anticipated to be received between FY 2020 – 2025. A financial plan of federal funds that are programmed in the TIP for FY 2020 through 2025 is shown in Figure 3 for Indiana programs and Figure 4 for Kentucky programs.

TRANSIT PROGRAM OF PROJECTS (POP)

Transit projects requesting federal funds must be included in the TIP and endorsed by the TPC. TARC receives the majority of Federal Transit Administration (FTA) formula funding through the Urbanized Area Formula Grants (Section 5307) and Bus and Bus Facilities Program (Section 5339), however, there are several small, traditionally non-profit and/or private agencies that may be awarded funding through the competitive Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). FTA Section 5310 grants are available to private non-profit groups to assist them in providing transportation services to elderly and disabled persons for whom mass transit services are unavailable, insufficient, or inappropriate. TARC is also eligible to apply for Federal Highway Administration (FHWA) funds through the CMAQ, STBG and TA programs.

TARC's proposed Fiscal Year 2020 – 2025 POP for FTA Section 5307 can be found in Figure 5. FTA Section 5310 projects are usually added to the TIP by administrative modification because the funds are awarded competitively on an annual basis. The anticipated annual allocations for FTA Section 5310 funds can be found in Figure 6. To date, TARC has not awarded any Section 5310 funds between FY 2020 – 2025. As additional FTA Section 5310 funds are awarded, the TIP will be updated to add the newly awarded transit projects. TARC's proposed Fiscal Year 2020 - 2025 POP for FTA Section 5339 funds can be found in Figure 7. Any FHWA funds that a transit agency receives are also listed in the TIP.

Lastly, TARC has provided additional financial information for incorporation in the TIP. TARC provides statements of capital and operating expenditures and revenues, contribution sources and subsidy amounts, use of the local Mass Transit Trust Fund, and a projected operating statement as depicted in Figures 8 and 9. TARC's five-year Capital Improvement Program is shown in Figure 10. These statements are included in the TIP as required by the Federal Transit Administration and to provide the public an opportunity to review the financial plans of TARC.

OPERATIONS AND MAINTENANCE

The maintenance of all interstates and state routes is the responsibility of the Indiana Department of Transportation and the Kentucky Transportation Cabinet. The amounts provided are the total costs including local, state and Federal funds. The Indiana Department of Transportation anticipates spending approximately \$268,924,056 over the six-year period of the TIP to maintain the roadways in

Clark and Floyd counties. The Kentucky Transportation Cabinet estimates that approximately \$174,797,000 will be spent over the six-year period to maintain roads in Bullitt, Jefferson, and Oldham counties. TARC has projected spending \$123,640,392 to operate transit in the five-county area over the next six years. Between Fiscal Year 2020 and Fiscal Year 2025 there will be approximately \$567,361,448 available to maintain and operate the transportation system for the Louisville and Southern Indiana urbanized area.



INDOT

- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Section 130)



KYTC

- Congestion Mitigation and Air Quality (CMAQ) - Statewide
- Highway Safety Improvement Program (HSIP) - Statewide
- National Highway Freight Program (NHFP)
- National Highway Performance Program (NHPP)
- Railway-Highway Crossing Hazard Elimination (Rail Safety)
- Surface Transportation Block Grant (STBG) - Statewide
- Transportation Alternatives (TA) - Statewide



TARC

- Section 5307: Urbanized Area Formula Grants
- Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities
- Section 5339: Grants for Buses and Bus Facilities Formula Program



MPO DEDICATED FUNDS

- Congestion Mitigation and Air Quality (CMAQ) - Indiana Only
- Highway Safety Improvement Program (HSIP) - Indiana Only
- Surface Transportation Block Grant (STBG) - Both States
- Transportation Alternatives (TA) - Both States

Figure 3: Financial Plans for Indiana Funding Programs

FY 2020				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$174,943	\$174,943	\$43,761	\$218,704
CMAQ-MPO	\$1,384,147	\$1,384,147	\$334,400	\$1,718,547
Group III	\$3,000,000	\$3,000,000	\$0	\$3,000,000
Group IV	\$5,678,727	\$5,678,727	\$1,264,739	\$6,943,466
HSIP-MPO	\$704,325	\$704,325	\$75,606	\$779,931
HSIP-ST	\$3,486,344	\$3,486,344	\$436,260	\$3,922,604
IM	\$3,833,350	\$3,833,350	\$425,928	\$4,259,278
NHPP	\$16,626,649	\$16,626,649	\$2,365,501	\$18,992,150
NHS	\$496,800	\$496,800	\$124,200	\$621,000
Rail Safety	\$2,232,000	\$2,232,000	\$248,000	\$2,480,000
STBG-MPO	\$2,590,936	\$2,590,936	\$630,238	\$3,221,174
STBG-ST	\$17,712,344	\$17,712,344	\$3,221,638	\$20,933,982
TA-MPO	\$0	\$0	\$0	\$0
TIGER	\$1,618,213	\$1,618,213	\$931,787	\$2,550,000
TOTAL	\$59,538,778	\$59,538,778	\$10,102,058	\$69,640,836

FY 2021				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$18,530	\$18,530	\$4,633	\$23,163
CMAQ-MPO	\$1,300,000	\$1,300,000	\$310,000	\$1,610,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$707,824	\$707,824	\$84,203	\$792,027
IM	\$201,804	\$201,804	\$22,423	\$224,227
NHPP	\$56,668,999	\$56,668,999	\$6,852,802	\$63,521,801
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,287,366	\$3,287,366	\$779,342	\$4,066,708
STBG-ST	\$6,362,523	\$6,362,523	\$1,590,630	\$7,953,153
TA-MPO	\$36,615	\$36,615	\$7,323	\$43,938
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$68,583,661	\$68,583,661	\$9,651,356	\$78,235,017

FUNDING

FY 2022				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$362,454	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$474,500	\$474,500	\$87,567	\$562,067
HSIP-ST	\$1,208,916	\$1,208,916	\$167,657	\$1,376,573
IM	\$0	\$0	\$0	\$0
NHPP	\$9,245,935	\$9,245,935	\$1,027,326	\$10,273,261
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,552,880	\$3,552,880	\$888,220	\$4,441,100
STBG-ST	\$7,690,207	\$7,690,207	\$1,922,551	\$9,612,758
TA-MPO	\$234,147	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$22,769,039	\$22,372,438	\$4,143,321	\$26,515,759

FY 2023				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$108,000	\$108,000	\$12,000	\$120,000
HSIP-ST	\$689,375	\$689,375	\$172,344	\$861,719
IM	\$91,119,088	\$91,119,088	\$10,124,343	\$101,243,431
NHPP	\$6,336,833	\$6,336,833	\$704,092	\$7,040,925
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,627,000	\$3,627,000	\$731,750	\$4,358,750
STBG-ST	\$8,329,724	\$8,329,724	\$2,082,432	\$10,412,156
TA-MPO	\$688,981	\$688,981	\$909,083	\$1,598,064
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$111,099,001	\$111,099,001	\$14,786,044	\$125,885,045

FY 2024				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$200,000	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$1,923,750	\$1,923,750	\$213,750	\$2,137,500
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$7,908,130	\$7,908,130	\$878,682	\$8,786,812
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$2,500,231	\$2,500,231	\$2,383,426	\$4,883,657
STBG-ST	\$2,435,040	\$2,435,040	\$608,759	\$3,043,799
TA-MPO	\$0	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$14,967,151	\$14,967,151	\$4,134,617	\$19,101,768

FY 2025				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-MPO	\$590,834	\$200,000	\$50,000	\$250,000
Group III	\$0	\$0	\$0	\$0
Group IV	\$0	\$0	\$0	\$0
HSIP-MPO	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
IM	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0
Rail Safety	\$0	\$0	\$0	\$0
STBG-MPO	\$3,799,000	\$3,799,000	\$949,750	\$4,748,750
STBG-ST	\$0	\$0	\$0	\$0
TA-MPO	\$234,147	\$0	\$0	\$0
TIGER	\$0	\$0	\$0	\$0
TOTAL	\$4,623,981	\$3,999,000	\$999,750	\$4,998,750

Figure 4: Financial Plans for Kentucky Funding Programs

FY 2020				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$457,560	\$457,560	\$280,440	\$738,000
CMAQ-ST	\$4,043,993	\$4,043,993	\$695,640	\$4,739,633
HSIP-ST	\$2,220,000	\$2,220,000	\$0	\$2,220,000
NHPP	\$15,359,760	\$15,359,760	\$0	\$15,359,760
NHS	\$76,846,000	\$76,846,000	\$80,000	\$76,926,000
Section 5307	\$14,443,001	\$14,443,001	\$3,610,751	\$18,053,752
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$18,834,836	\$18,834,836	\$4,708,711	\$23,543,547
SRTS	\$203,000	\$203,000	\$0	\$203,000
STBG-MPO	\$61,390,534	\$61,390,534	\$6,203,182	\$67,593,716
STBG-ST	\$25,055,160	\$25,055,160	\$12,700,080	\$37,755,240
TA-MPO	\$3,547,985	\$3,547,985	\$841,558	\$4,389,543
TA-ST	\$207,520	\$207,520	\$37,880	\$245,400
TOTAL	\$223,614,136	\$222,609,349	\$29,158,242	\$251,767,591

FY 2021				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-ST	\$1,652,800	\$1,652,800	\$413,200	\$2,066,000
HSIP-ST	\$0	\$0	\$0	\$0
NHPP	\$39,868,544	\$39,868,544	\$2,336,571	\$42,205,115
NHS	\$64,110,000	\$64,110,000	\$0	\$64,110,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
SRTS	\$0	\$0	\$0	\$0
STBG-MPO	\$14,150,401	\$14,150,401	\$3,407,161	\$17,557,562
STBG-ST	\$22,450,400	\$22,450,400	\$17,800,200	\$40,250,600
TA-MPO	\$1,161,898	\$0	\$0	\$0
TA-ST	\$55,600	\$55,600	\$13,900	\$69,500
TOTAL	\$160,777,330	\$158,610,645	\$28,051,758	\$186,662,403

FY 2022				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-ST	\$370,400	\$370,400	\$92,600	\$463,000
HSIP-ST	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$72,950,000	\$72,950,000	\$0	\$72,950,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
SRTS	\$0	\$0	\$0	\$0
STBG-MPO	\$41,185,004	\$37,049,220	\$6,213,971	\$43,263,241
STBG-ST	\$49,910,000	\$49,910,000	\$0	\$49,910,000
TA-MPO	\$1,161,898	\$0	\$0	\$0
TA-ST	\$0	\$0	\$0	\$0
TOTAL	\$182,904,989	\$176,602,520	\$10,387,297	\$186,989,867

FY 2023				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$76,350,000	\$76,350,000	\$0	\$76,350,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
SRTS	\$0	\$0	\$0	\$0
STBG-MPO	\$31,532,120	\$2,599,415	\$575,885	\$3,175,300
STBG-ST	\$6,044,000	\$6,044,000	\$0	\$6,044,000
TA-MPO	\$1,161,898	\$0	\$0	\$0
TA-ST	\$0	\$0	\$0	\$0
TOTAL	\$132,415,705	\$101,316,315	\$4,656,611	\$105,972,926

FY 2024				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$47,590,000	\$47,590,000	\$0	\$47,590,000
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
SRTS	\$0	\$0	\$0	\$0
STBG-MPO	\$7,462,084	\$3,326,300	\$283,260	\$3,609,560
STBG-ST	\$31,625,000	\$31,625,000	\$0	\$31,625,000
TA-MPO	\$1,161,898	\$0	\$0	\$0
TA-ST	\$0	\$0	\$0	\$0
TOTAL	\$105,166,669	\$98,864,200	\$4,363,986	\$103,228,186

FY 2025				
Federal Funding Program	Projected Federal Revenue	Federal Funds Programmed	State/Local Funds Programmed	Total Funds Programmed
Bridge	\$0	\$0	\$0	\$0
CMAQ-ST	\$0	\$0	\$0	\$0
HSIP-ST	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0
Section 5307	\$14,731,862	\$14,731,862	\$3,682,966	\$18,414,828
Section 5310	\$1,004,787	\$0	\$0	\$0
Section 5339	\$1,591,038	\$1,591,038	\$397,760	\$1,988,798
SRTS	\$0	\$0	\$0	\$0
STBG-MPO	\$47,340,074	\$43,204,290	\$5,553,360	\$48,757,650
STBG-ST	\$37,400,000	\$37,400,000	\$0	\$37,400,000
TA-MPO	\$1,161,898	\$0	\$0	\$0
TA-ST	\$0	\$0	\$0	\$0
TOTAL	\$103,229,659	\$96,927,190	\$9,634,086	\$106,561,276

Figure 5: Section 5307 - Urbanized Area Formula Grants

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2020					
2422	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,375	\$5,094	\$25,469
2426	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,528,425	\$882,106	\$4,410,531
2430	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,450,801	\$2,612,700	\$13,063,501
2434	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$82,325	\$20,581	\$102,906
2438	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$144,430	\$36,108	\$180,538
2442	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$72,215	\$18,054	\$90,269
2446	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$72,215	\$18,054	\$90,269
2450	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$72,215	\$18,054	\$90,269
Fiscal Year 2021					
2423	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2427	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2431	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2435	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2439	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2443	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2447	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2451	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2022					
2790	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2794	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2798	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2802	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2806	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2810	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2814	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2818	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
Fiscal Year 2023					
2791	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2795	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2799	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2803	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2807	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2811	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2815	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2819	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2024					
2792	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2796	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2800	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2804	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2808	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2812	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2816	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2820	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074
Fiscal Year 2025					
2793	TARC Capital Cost of Contracting	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	\$20,783	\$5,196	\$25,979
2797	TARC Architectural and Engineering Services	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	\$83,972	\$20,993	\$104,965
2801	TARC Non-Fixed Route ADA Paratransit Service	Paratransit operations and maintenance.	\$3,598,994	\$899,748	\$4,498,742
2805	TARC Preventive Maintenance Program	Maintenance of transit vehicles and support vehicles.	\$10,659,817	\$2,664,954	\$13,324,771
2809	TARC Management Information System Hardware	Purchase computer hardware to support operations and administration.	\$73,659	\$18,415	\$92,074
2813	TARC Security Enhancements	Purchase facilities and bus surveillance equipment.	\$147,319	\$36,830	\$184,149
2817	TARC Management Information System Software	Purchase computer software to support operations and administration.	\$73,659	\$18,415	\$92,074
2821	TARC Replacement Bus Parts	Purchase replacement bus parts for maintenance of vehicles.	\$73,659	\$18,415	\$92,074

Figure 6: Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program
TARC's Program of Projects (POP) for FY 2020 – 2025

These funds have not yet been awarded and programmed to specific projects. The amounts below are the estimated apportionments by fiscal year. The funds will be awarded and programmed to specific projects at a later date.

YEAR	FEDERAL	OTHER	TOTAL
2020	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2021	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2022	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2023	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2024	\$1,004,787.00	\$251,197.00	\$1,255,984.00
2025	\$1,004,787.00	\$251,197.00	\$1,255,984.00

Figure 7: Section 5339 - Grants for Buses and Bus Facilities Formula Program
TARC's Program of Projects (POP) for FY 2020 – 2025

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2020					
2453	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$779,920.00	\$194,981.00	\$974,901.00
2455	TARC Rehab Administrative Facility	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$560,000.00	\$140,000.00	\$700,000.00
2457	TARC Purchase Support Vehicles	Purchase replacement support vehicles.	\$219,920.00	\$54,981.00	\$274,901.00
Fiscal Year 2021					
2454	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2458	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2462	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00

KIPDA ID	PROJECT NAME	DESCRIPTION	FEDERAL	OTHER	TOTAL
Fiscal Year 2022					
2822	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2826	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2830	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00
Fiscal Year 2023					
2823	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2827	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2831	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00
Fiscal Year 2024					
2824	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2828	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2832	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.		\$100,000.00	\$500,000.00
Fiscal Year 2025					
2825	TARC Purchase Two (2) 40' Buses	Purchase two (2) forty-foot, low-floor diesel buses.	\$795,519.00	\$198,880.00	\$994,399.00
2829	TARC Purchase Shop Equipment	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	\$395,519.00	\$98,880.00	\$494,399.00
2833	TARC Rehab Administrative Building	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	\$400,000.00	\$100,000.00	\$500,000.00

Additional Financial Information for TARC

Figure 8: TARC Projected Revenues & Expenses

OPERATING PROJECTIONS							
Fiscal Year	Operating Expenses	% Change	MTTF Contributions	Ind. & Other Contributions	Operating Revenue	% Change	Total
2000	\$37,382,722	ACT	\$28,994,419	\$844,438	\$7,543,865	ACT	\$37,382,722
2001	\$39,698,543	ACT	\$30,982,874	\$1,223,651	\$7,492,018	ACT	\$39,698,543
2002	\$38,854,782	ACT	\$30,357,284	\$1,282,990	\$7,214,508	ACT	\$38,854,782
2003	\$39,628,270	ACT	\$31,649,169	\$1,152,725	\$6,826,376	ACT	\$39,628,270
2004	\$38,142,774	ACT	\$30,686,583	\$645,346	\$6,810,845	ACT	\$38,142,774
2005	\$40,351,969	ACT	\$30,613,953	\$1,494,009	\$8,244,009	ACT	\$40,351,971
2006	\$44,348,514	ACT	\$34,280,413	\$1,422,251	\$8,645,851	ACT	\$44,348,515
2007	\$47,941,963	ACT	\$37,490,955	\$1,420,961	\$9,030,047	ACT	\$47,941,963
2008	\$51,284,977	ACT	\$39,109,870	\$1,351,725	\$10,823,384	ACT	\$51,284,979
2009	\$51,620,981	ACT	\$38,236,525	\$1,691,666	\$11,692,790	ACT	\$51,620,981
2010	\$48,960,386	ACT	\$34,579,447	\$3,292,003	\$11,088,936	ACT	\$48,960,386
2011	\$49,029,118	ACT	\$36,007,938	\$1,906,565	\$11,114,614	ACT	\$49,029,117
2012	\$52,145,780	ACT	\$38,849,946	\$1,260,785	\$12,035,049	ACT	\$52,145,780
2013	\$55,719,321	ACT	\$41,149,120	\$1,442,813	\$12,840,773	ACT	\$55,432,706
2014	\$54,587,384	ACT	\$39,793,989	\$1,640,374	\$13,153,021	ACT	\$54,587,384
2015	\$63,251,427	ACT	\$48,239,862	\$1,686,322	\$13,325,243	ACT	\$63,251,427
2016	\$61,143,301	ACT	\$46,238,385	\$1,535,985	\$13,368,931	ACT	\$61,143,301
2017	\$65,856,370	ACT	\$51,077,933	\$1,589,679	\$13,188,758	ACT	\$65,856,370
2018	\$63,365,749	ACT	\$48,788,672	\$1,640,547	\$12,936,530	ACT	\$63,365,749
2019	\$67,733,803	ACT	\$54,345,974	\$1,631,866	\$11,755,963	ACT	\$67,733,803
2020	\$74,300,047	BUD	\$59,465,967	\$1,637,166	\$13,196,914	12.3%	\$74,300,047
2021	\$74,711,982	0.55%	\$60,357,957	\$1,661,074	\$12,692,951	-3.8%	\$74,711,982
2022	\$75,542,698	1.11%	\$61,263,326	\$1,668,019	\$12,611,352	-0.6%	\$75,542,698
2023	\$76,760,435	1.61%	\$62,182,276	\$1,680,251	\$12,897,908	2.3%	\$76,760,435
2024	\$77,607,579	1.10%	\$63,115,010	\$1,694,828	\$12,797,741	-0.8%	\$77,607,579
2025	\$78,600,829	1.28%	\$64,061,735	\$1,706,248	\$12,832,845	0.3%	\$78,600,829
TOTAL	\$1,389,970,875		\$1,077,857,846	\$38,498,040	\$273,328,378		\$1,389,684,264

Figure 9: TARC Projected Federal Formula Funds for Capital Projects

PROGRAMMABLE CAPITAL REVENUES					TOTAL PROJECTED EXPENSES		
5307 Formula Program		Federal Share	Local Match	Total 5307 Funds Available	Cost Shifting	Capital Purchases	5307 Program of Projects
FY 2019	Actual	\$14,776,426	\$3,694,107	\$18,470,533	\$17,192,032	\$13,676,708	\$30,868,740
FY 2020	Budget	\$14,924,190	\$3,731,048	\$18,655,238	\$18,350,277	\$7,989,537	\$26,339,814
FY 2021	Estimate	\$15,073,432	\$3,768,358	\$18,841,790	\$18,860,028	\$21,071,121	\$39,931,149
FY 2022	Estimate	\$15,224,166	\$3,806,042	\$19,030,208	\$19,092,421	\$21,232,604	\$40,325,025
FY 2023	Estimate	\$15,376,408	\$3,844,102	\$19,220,510	\$19,025,406	\$22,954,399	\$41,979,805
FY 2024	Estimate	\$15,530,172	\$3,882,543	\$19,412,715	\$19,129,409	\$17,626,008	\$36,755,417
FY 2025	Estimate	\$15,685,474	\$3,921,368	\$19,606,842	\$19,238,866	\$18,269,977	\$37,508,843
TOTAL		\$106,590,269	\$26,647,567	\$133,237,837	\$130,888,439	\$122,820,354	\$253,708,793

Fiscal Years (FY) 2020 - 2025 assume annual increase of 1% in the formula program.

5339 Formula Program		Federal Share	Local Match	Total 5339 Funds Available	TOTAL FORMULA FUNDS AVAILABLE		
FY 2019	Actual	\$1,824,064	\$456,016	\$2,280,080	FY 2019	Actual	\$20,750,613
FY 2020	Budget	\$1,842,305	\$460,576	\$2,302,881	FY 2020	Budget	\$20,958,119
FY 2021	Estimate	\$1,860,728	\$465,182	\$2,325,910	FY 2021	Estimate	\$21,167,700
FY 2022	Estimate	\$1,879,335	\$469,834	\$2,349,169	FY 2022	Estimate	\$21,379,377
FY 2023	Estimate	\$1,898,128	\$474,532	\$2,372,660	FY 2023	Estimate	\$21,593,171
FY 2024	Estimate	\$1,917,110	\$479,277	\$2,396,387	FY 2024	Estimate	\$21,809,102
FY 2025	Estimate	\$1,936,281	\$484,070	\$2,420,351	FY 2025	Estimate	\$22,027,193
TOTAL		\$13,157,950	\$3,289,487	\$16,447,437	TOTAL		\$149,685,274

		Section 5310 Award
FY 2019	Actual	\$966,653
FY 2020	Budget	\$976,320
FY 2021	Estimate	\$986,083
FY 2022	Estimate	\$995,944
FY 2023	Estimate	\$1,005,903
FY 2024	Estimate	\$1,015,962
FY 2025	Estimate	\$1,026,122
TOTAL		\$6,972,985

Fiscal Years (FY) 2020 - 2025 assume annual increase of 1% in the formula program.

Figure 10: TARC Capital Improvement Program

FTA REQUIRED 5307 CATEGORIES	QTY	FY 2019 ACTUAL	DBE POTENTIAL	QTY	FY 2020 BUDGET	DBE POTENTIAL	QTY	FY 2021 ESTIMATED	DBE POTENTIAL	QTY	FY 2022 ESTIMATED
Security Enhancements		\$19,412	\$19,412		\$356,278	\$356,278		\$190,302	\$190,302		
BUSES											
35' & 40' Fixed Route	10	\$4,646,898		0	\$90,000		25	\$12,324,714		15	\$7,579,699
35' & 40' Full Electric	0			0			2	\$1,674,750		10	\$8,499,356
30' Fixed Route / Shuttle	0			0			0			0	
20' Paratransit	0	\$148,704		10	\$301,121		0	\$301,121		0	\$301,121
LF Paratransit Van	0			0			0			0	
40' Commuter	8	\$3,900,000		0			2	\$1,021,572		0	
Subtotal Revenue Vehicles	18	\$8,695,602		10	\$391,121		29	\$15,322,157		25	\$16,380,176
Support Vehicles	4	\$76,548	\$76,548	0			3	\$65,228	\$65,228	3	\$66,859
Service Trucks	0			2	\$53,300	\$53,300	1	\$27,316	\$27,316	2	\$55,998
Facility Construction											
Facility Renovation/ Maintenance		\$2,714,396	\$2,714,396		\$1,304,187	\$1,304,187		\$450,000	\$450,000		\$461,250
Arch/Engineering Consulting		\$216,418	\$216,418		\$410,192	\$410,192		\$54,000	\$54,000		\$55,350
Environmental Consulting		\$8,326	\$8,326		\$3,588	\$3,588		\$8,624	\$8,624		\$8,839
ITS Engineering Consulting		\$182,658									
Passenger Amenities		\$106,639	\$106,639		\$1,103,433	\$1,103,433		\$350,000	\$350,000		\$250,000
Shop Equipment & Bus Parts		\$69,810	\$69,810		\$306,759	\$306,759		\$87,263	\$87,263		\$89,444
Office Equipment / Furniture					\$434,443	\$434,443					\$35,000
Operational Infrastructure & Information Technology		\$1,201,488			\$3,481,490			\$2,400,000			\$1,500,000
Preventive Maintenance		\$12,403,655			\$13,139,229			\$13,336,317			\$13,402,999
Capital Non-FR ADA Paratransit		\$4,766,266			\$5,211,048			\$5,523,711			\$5,689,422
Contracted FR Service		\$22,111									
Svc Planning & Proj Admin (1%)		\$349,385			\$108,000			\$188,123			\$189,977
La Grange Subrecipient Share		\$36,026			\$36,747			\$37,481			\$38,231
Contingency @ 5%								\$1,892,511			\$1,911,177
GROSS PROJECT COST :		\$30,868,740	\$3,211,549		\$26,339,814	\$3,972,180		\$39,931,149	\$1,230,848		\$40,325,025
Federal Share*:		\$24,694,992			\$21,071,852			\$31,944,919			\$32,260,020
Local Share*:		\$6,095,203			\$5,267,963			\$7,986,230			\$8,065,005
DBE 8% Goal			\$256,924			\$317,774			\$98,468		
Cap Maint & Contracting Subtotal		\$17,192,032			\$18,350,277			\$18,860,028			\$19,092,421

DBE POTENTIAL	QTY	FY 2023 ESTIMATED	DBE POTENTIAL	QTY	FY 2024 ESTIMATED	DBE POTENTIAL	QTY	FY 2025 ESTIMATED	DBE POTENTIAL	6 YEAR TOAL EST/COST
	10	\$5,179,461		0			0			\$29,820,772
	15	\$12,940,270		15	\$13,263,777		15	\$13,595,371		\$49,973,524
	0			0			0			
	0	\$152,417		0	\$152,417		0	\$152,417		\$1,509,318
	0			0			0			
	0			0			0			\$4,921,572
	25	\$18,272,148		15	\$13,416,194		15	\$13,747,788		\$72,477,398
\$66,859	3	\$68,530	\$68,530	3	\$70,243	\$70,243	3	\$72,000	\$72,000	\$419,408
\$55,998	1	\$28,699	\$28,699	2	\$58,833	\$58,833	2	\$60,304	\$60,304	\$284,451
\$461,250		\$472,781	\$472,781		\$484,601	\$484,601		\$250,000	\$496,716	\$250,000
\$55,350		\$56,734	\$56,734		\$58,152	\$58,152		\$496,716	\$496,716	\$6,383,931
\$8,839		\$9,060	\$9,060		\$9,287	\$9,287		\$59,606	\$59,606	\$910,452
								\$9,519	\$9,519	\$57,242
\$250,000		\$250,000	\$250,000		\$250,000	\$250,000		\$250,000	\$250,000	\$182,658
										\$2,560,072
\$89,444		\$91,680	\$91,680		\$93,972	\$93,972		\$96,321	\$96,321	\$835,249
\$35,000		\$35,875	\$35,875		\$36,772	\$36,772		\$37,691	\$37,691	\$579,781
		\$1,250,000			\$1,000,000			\$1,000,000		\$11,832,978
		\$13,335,984			\$13,269,304			\$13,202,958		\$92,090,446
		\$5,689,422			\$5,860,105			\$6,035,908		\$38,775,882
										\$22,111
		\$197,805			\$173,037			\$176,594		\$1,382,921
		\$38,996			\$39,776			\$40,571		\$267,827
		\$1,989,886			\$1,741,014			\$1,776,799		\$9,311,387
\$1,213,042		\$41,979,805	\$1,205,565		\$36,755,417	\$1,255,987		\$37,508,843	\$1,278,225	\$253,708,793
		\$33,583,844			\$29,404,333			\$30,007,074		\$202,967,035
		\$8,395,961			\$7,351,083			\$7,501,769		\$50,663,214
\$97,043			\$96,445			\$100,479			\$102,258	
		\$19,025,406			\$19,129,409			\$19,238,866		\$130,866,328

04

PLANS & PERFORMANCE

IN THIS CHAPTER

Americans with Disabilities Act and Title VI
Performance Management Plan
Potential Contribution to Performance Targets
Transit Asset Management Plan
Public Transportation Agency Safety Plan
Strategic Highway Safety Plan
Coordinated Public Transit Human Services Transportation Plan

AMERICANS WITH DISABILITIES ACT & TITLE VI

In accordance with federal law, TIP projects are selected, and the document is developed and distributed for comment in such a way as to ensure compliance with all applicable requirements of the Americans with Disabilities Act (ADA) of 1990 and Title VI of the Civil Rights Act of 1964. This means the MPO ensures: transportation services, facilities, information and other resources are distributed equally throughout the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA); programs and practices do not adversely impact neighborhoods or groups; efforts are made to obtain minority participation/involvement in the process; and transportation projects and programs serve all members of the community regardless of income, race, age, ability and any other socioeconomic factors. Complaint procedures for the MPO are outlined in the [Participation Plan](#).

The Americans with Disabilities Act (ADA) of 1990 also requires transit systems to offer accessible fixed route service for people with disabilities. The ADA also mandates that transit systems provide complementary paratransit service for those who cannot use accessible fixed route service because of their disability. In addition to TARC's fixed route transit service, which has been 100% accessible since 2000, special services for elderly and disabled persons are offered by TARC. TARC3 provides door-to-door demand responsive paratransit service and TARC goes beyond the ADA regulations by providing work trips to people with disabilities that may live outside of the regular $\frac{3}{4}$ mile access zone surrounding fixed route services.

In addition to transit accessibility, local jurisdictions in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) have been working diligently to make roadways and sidewalks accessible. Federal transportation funds, as well as local and state funds, have been used to make accessibility improvements.

PERFORMANCE MANAGEMENT PLAN

The TPC has adopted a [Performance Management Plan](#) which includes both the Federally required National Performance Measures and Planning Factors as well as the MPO-developed performance measures. The MPO-developed measures are aligned with TPC's goals and objectives for the *Connecting Kentuckiana 2040* Metropolitan Transportation Plan. Performance-based planning is a strategic approach that uses data to support investment decisions which help to achieve performance goals. Implementing a performance-based planning approach increases our understanding of the possible impacts a specific project, or group of projects, may have on the transportation system and the people who use it.

One of the most important aspects of the Performance Management Plan is tracking progress towards achieving the performance targets. The reporting process provides the necessary performance-based feedback to the TPC, as well as our federal, state, local, and community planning partners. 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 TPC, as well as our federal, state, local, and community planning partners. KIPDA will report on progress towards achieving performance targets, in a Baseline Performance Period Report, a Mid Performance Period Report, and a Full Performance Period Report. More details about the Performance Management Plan can be found in Appendix C.

Each project's rank, as well as each project's potential contribution toward achieving the performance targets can be utilized by the Project Working Groups, TTCC and TPC when it comes to project selection and the award of KIPDA's dedicated funds.

POTENTIAL CONTRIBUTION TO PERFORMANCE TARGETS

Performance-based planning is a strategic approach using data to support investment decisions that help to achieve performance goals. Performance-based programming refers to the application of performance management within the project selection process.

KIPDA's transportation planning process utilizes both the performance-based planning and programming approach. As outlined in KIPDA's Performance Management Plan, the MPO utilizes the framework established by the FHWA and the FTA by incorporating the National Performance Measures and Planning Factors into the KIPDA planning process. Federal legislation emphasizes performance-based transportation planning and requires states and MPOs to incorporate performance measures, objectives, and targets into their planning and programming processes.

The project development process for the MTP utilized data to identify areas where investments should be prioritized. As a reminder, the TIP is a subset of the MTP and therefore much of this chapter will make reference to the *Connecting Kentuckiana 2040*. KIPDA designed the process to connect

the data resources and performance measures and feed the information into evaluating and prioritizing projects in *Connecting Kentuckiana 2040*. Every project was tested against possible impacts derived from the performance measures, which carried into the project rankings. The rankings recognize anticipated impacts of the proposed projects at a planning level to help better understand how the MTP may support performance-based planning. As a project advances, and more information becomes known, greater expectations as to its impact may be realized.

This chapter examines the anticipated impacts of projects included in *Connecting Kentuckiana 2040* on the Goals, Objectives, and Performance Measures defined by the Transportation Policy Committee, as well as the National Performance Measures identified by the FHWA and the FTA.

Based on the evaluation of projects for *Connecting Kentuckiana 2040*, a series of tables are provided in this chapter that reflect the potential contribution of TIP projects. While the exact effect of projects on each performance measure cannot be determined, understanding the potential of a project is, for now, the best case scenario for performance based planning.

BICYCLE AND PEDESTRIAN SAFETY

KIPDA ID	Project Name	Reduce the number of crashes involving pedestrians (S2)	Reduce the number of crashes involving bicyclists (S3)
2390	Charlestown Road (from Hedden Court to Genung Drive)		+

SAFETY AND CONGESTION

KIPDA ID	Project Name	Surface Street Congestion (C1)	Interstate Segment Congestion (C2)	High Crash Intersection (C3)	High Crash Roadway Segment (C4)
179	I-265 (I-64 Interchange)		+		
407	I-265 (I-65 to US 31E)		+		
491	I- 65 (KY 61 to I-265)				
493	KY 44 (US 31E/150 to KY 1319)	+			
958	I-265 (KY 155 to I-71)		+		
959	I-265 (US 31E to KY 155)				
1922	I-264/US 42				
1936	Old Henry Road				
2121	I- 65 (I-264 Interchange)				
2152	I- 71 (I-265 to KY 329)				
2214	KY 1931			+	
2382	I- 71 (collector-distributor lane near I-265 interchange)				
2601	I- 65 (I-265 Interchange)				
2602	I- 71 (Zorn Avenue to I-264)				
2611	I- 71 (Zorn Avenue to I-265)				
2613	KY 44 (US 31EX to US31E Bypass)	+			
2616	I- 65 Road Reconstruction				

KIPDA ID	Project Name	High Crash Pedestrian (C5)	High Crash Bicycle (C6)	High Crash Interchange (C7)	High Crash Interstate Segment (C8)
179	I-265 (I-64 Interchange)			+	+
407	I-265 (I-65 to US 31E)			+	+
491	I- 65 (KY 61 to I-265)			+	
493	KY 44 (US 31E/150 to KY 1319)				
958	I-265 (KY 155 to I-71)				
959	I-265 (US 31E to KY 155)			+	
1922	I-264/US 42			+	+
1936	Old Henry Road			+	
2121	I- 65 (I-264 Interchange)			+	
2152	I- 71 (I-265 to KY 329)			+	+
2214	KY 1931				
2382	I- 71 (collector-distributor lane near I-265 interchange)			+	+
2601	I- 65 (I-265 Interchange)			+	
2602	I- 71 (Zorn Avenue to I-264)			+	
2611	I- 71 (Zorn Avenue to I-265)			+	+
2613	KY 44 (US 31EX to US31E Bypass)				
2616	I- 65 Road Reconstruction				+

TRANSIT

KIPDA ID	Project Name	Increase transit ridership (T1)	Reduce the percent of transit fleet (both revenue and non-revenue vehicles) above the useful life benchmark (T2)	Add additional rolling stock (revenue vehicles) to the public transit fleet (T3)	Increase and/or improve transit access to schools (T4)	Increase and/or improve transit access to and/or within Community Access Clusters (T5)
128	KY 1931	+				
154	KY 1450	+				
188	English Station Road	+				
309	Mount Tabor Road	+				
321	LaGrange Underpass West of LaGrange	+				
327	Oldham County Bicycle & Pedestrian Trail	+				
384	Hubbards Lane	+				
959	I-265 (US 31E to KY 155)					
1423	River Road Bicycle & Pedestrian Improvements	+				
1662	A.B. Sawyer Shared Use Path	+				
1808	Buckner Connector	+				
1826	The Park and Ride at Apple Patch	+				
2084	Bluegrass Commerce Park Bicycle/ Pedestrian Trail Project Phase II	+				
2147	KY 1931	+				
2152	I- 71 (I-265 to KY 329)					
2187	Blackiston Mill Road	+				
2214	KY 1931	+				
2388	Main Street/Story Avenue Intersection	+				
2408	TARC Cross River Connectors	+			+	+
2463	Riverport Circulator - Access to Jobs in Southwest Louisville	+			+	+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps					
2533	I-64 Sherman Minton Corridor Maintenance					
2604	I- 71 (KY 329 to KY 393)					
2607	KY 1747	+				
2610	US 60 (Old Shelbyville Road to North English Station Road)	+				
2612	I- 71 (KY 329 Interchange)					
2667	Outer Loop Circulator	+			+	+

KIPDA ID	Project Name	Increase and/or improve transit access to and/or within High Density Employment Clusters (T6)	Increase and/or improve transit access to and/or within High Density Medical Clusters (T7)	Increase and/or improve transit access to and/or within High Density Shopping Clusters (T8)	Increase and/or improve transit access to and/or within EJ Areas (T10)
128	KY 1931				
154	KY 1450				
188	English Station Road				
309	Mount Tabor Road				
321	LaGrange Underpass West of LaGrange				
327	Oldham County Bicycle & Pedestrian Trail				
384	Hubbards Lane				
959	I-265 (US 31E to KY 155)				
1423	River Road Bicycle & Pedestrian Improvements				
1662	A.B. Sawyer Shared Use Path				
1808	Buckner Connector				
1826	The Park and Ride at Apple Patch				
2084	Bluegrass Commerce Park Bicycle/ Pedestrian Trail Project Phase II				
2147	KY 1931				
2152	I- 71 (I-265 to KY 329)				
2187	Blackiston Mill Road				
2214	KY 1931				
2388	Main Street/Story Avenue Intersection				
2408	TARC Cross River Connectors	+	+	+	+
2463	Riverport Circulator - Access to Jobs in Southwest Louisville				+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps				
2533	I-64 Sherman Minton Corridor Maintenance				
2604	I- 71 (KY 329 to KY 393)				
2607	KY 1747				
2610	US 60 (Old Shelbyville Road to North English Station Road)				
2612	I- 71 (KY 329 Interchange)				
2667	Outer Loop Circulator	+		+	+

KIPDA ID	Project Name	Reduce average headway time on TARC's defined Title VI routes (T11)	Reduce average transit travel time (T12)	Increase and/or improve transit access to Park and Ride lots (T13)	Increase and/or improve pedestrian access to Park and Ride lots (T14)
128	KY 1931				+
154	KY 1450				
188	English Station Road				+
309	Mount Tabor Road				
321	LaGrange Underpass West of LaGrange				
327	Oldham County Bicycle & Pedestrian Trail				+
384	Hubbards Lane				
959	I-265 (US 31E to KY 155)				
1423	River Road Bicycle & Pedestrian Improvements				
1662	A.B. Sawyer Shared Use Path				
1808	Buckner Connector				+
1826	The Park and Ride at Apple Patch				+
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II				
2147	KY 1931				
2152	I- 71 (I-265 to KY 329)				
2187	Blackiston Mill Road				
2214	KY 1931				
2388	Main Street/Story Avenue Intersection				
2408	TARC Cross River Connectors		+	+	
2463	Riverport Circulator - Access to Jobs in Southwest Louisville	+	+	+	
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps				
2533	I-64 Sherman Minton Corridor Maintenance				
2604	I- 71 (KY 329 to KY 393)				
2607	KY 1747				
2610	US 60 (Old Shelbyville Road to North English Station Road)				+
2612	I- 71 (KY 329 Interchange)				+
2667	Outer Loop Circulator		+	+	

KIPDA ID	Project Name	Increase and/or improve dedicated bicycle access to Park and Ride lots (T15)	Improve Interchanges that are within 1 mile of a Park and Ride lot (T16)	Increase and/or improve transit amenities (shelters, on-board technology, etc.) (T17)	Increase and/or improve transit access on the CMP Network or on a roadway within 1/2 mile buffer of the CMP Network (T18)
128	KY 1931	+			
154	KY 1450				
188	English Station Road	+			
309	Mount Tabor Road				
321	LaGrange Underpass West of LaGrange				
327	Oldham County Bicycle & Pedestrian Trail	+			
384	Hubbards Lane				
959	I-265 (US 31E to KY 155)		+		
1423	River Road Bicycle & Pedestrian Improvements				
1662	A.B. Sawyer Shared Use Path				
1808	Buckner Connector	+			
1826	The Park and Ride at Apple Patch			+	
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II				
2147	KY 1931				
2152	I- 71 (I-265 to KY 329)		+		
2187	Blackiston Mill Road				
2214	KY 1931				
2388	Main Street/Story Avenue Intersection				
2408	TARC Cross River Connectors				+
2463	Riverport Circulator - Access to Jobs in Southwest Louisville				+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps		+		
2533	I-64 Sherman Minton Corridor Maintenance		+		
2604	I- 71 (KY 329 to KY 393)		+		
2607	KY 1747				
2610	US 60 (Old Shelbyville Road to North English Station Road)	+			
2612	I- 71 (KY 329 Interchange)	+			
2667	Outer Loop Circulator				+

NON-MOTORIZED

KIPDA ID	Project Name	Increase and/or improve pedestrian access to transit (N1)	Increase and/or improve dedicated bicycle access to transit (N2)	Reduce gaps in existing pedestrian facilities (N3)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+	+	+
154	KY 1450	+		+
188	English Station Road	+	+	+
213	KY 1932	+		
309	Mount Tabor Road	+		+
321	LaGrange Underpass West of LaGrange	+	+	+
327	Oldham County Bicycle & Pedestrian Trail	+	+	+
384	Hubbards Lane	+	+	
1423	River Road Bicycle & Pedestrian Improvements	+	+	+
1445	KY 22 (at Springcrest Drive)			+
1583	Watterson Trail Phase II	+		+
1662	A.B. Sawyer Shared Use Path	+		+
1808	Buckner Connector	+	+	
1826	The Park and Ride at Apple Patch	+		
1879	KY 864			+
1936	Old Henry Road			+
2064	East Market Street Streetscape Improvements		+	
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	+	+	+
2128	Charlestown Road Corridor Complete Streets			+
2147	KY 1931 (Doss HS entrance to Palatka Road)	+	+	+
2187	Blackiston Mill Road	+		+
2214	KY 1931 (US 31W to Doss HS)	+	+	+
2385	Patti Lane Sidewalk Safety Improvement Project	+		
2388	Main Street/Story Avenue Intersection	+		+
2389	Blackiston Mill Road Phase II			+
2390	Charlestown Road (from Hedden Court to Genung Drive)			+
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street			+
2594	Stony Brook Drive Sidewalk Connector			+
2598	US 60 (Eastwood Cutoff to Rockcrest Way)			+
2607	KY 1747	+		+
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	+
2612	I- 71 (KY 329 Interchange)	+	+	
2613	KY 44 (US 31EX to US31E Bypass)	+		

KIPDA ID	Project Name	Reduce gaps in existing dedicated bicycle facilities (N4)	Increase and/or improve pedestrian access to schools (N5)	Increase and/or improve dedicated bicycle access to schools (N6)
128	KY 1931 (Greenbelt Highway to Dixie Highway)		+	+
154	KY 1450		+	
163	River Road		+	+
213	KY 1932		+	
309	Mount Tabor Road		+	
327	Oldham County Bicycle & Pedestrian Trail	+	+	+
384	Hubbards Lane		+	+
1423	River Road Bicycle & Pedestrian Improvements		+	+
1582	Watterson Trail Phase I		+	
1583	Watterson Trail Phase II		+	
1662	A.B. Sawyer Shared Use Path		+	+
2064	East Market Street Streetscape Improvements	+		+
2082	Good Samaritan Bicycle and Pedestrian Trail Connector		+	+
2084	Bluegrass Commerce Park Bicycle/ Pedestrian Trail Project Phase II		+	+
2128	Charlestown Road Corridor Complete Streets		+	+
2147	KY 1931 (Doss HS entrance to Palatka Road)		+	+
2214	KY 1931 (US 31W to Doss HS)		+	+
2367	Third Street Road		+	
2385	Patti Lane Sidewalk Safety Improvement Project		+	
2388	Main Street/Story Avenue Intersection		+	
2390	Charlestown Road (from Hedden Court to Genung Drive)		+	+
2392	East Main Street	+		
2607	KY 1747		+	
2610	US 60 (Old Shelbyville Road to North English Station Road)		+	+
2613	KY 44 (US 31EX to US31E Bypass)		+	+
2615	Kenwood Road		+	

KIPDA ID	Project Name	Increase and/or improve pedestrian access within Community Access Clusters (N7)	Increase and/or improve dedicated bicycle facilities inside Community Access Clusters and within 1 mile of the boundary (N8)	Increase and/or improve pedestrian access within High Density Medical Clusters (N9)
128	KY 1931 (Greenbelt Highway to Dixie Highway)		+	
154	KY 1450	+		
163	River Road	+	+	
188	English Station Road		+	
213	KY 1932	+		
309	Mount Tabor Road			+
321	LaGrange Underpass West of LaGrange		+	
327	Oldham County Bicycle & Pedestrian Trail	+	+	+
384	Hubbards Lane		+	+
1423	River Road Bicycle & Pedestrian Improvements	+	+	
1445	KY 22 (at Springcrest Drive)		+	
1582	Watterson Trail Phase I	+		
1583	Watterson Trail Phase II	+		
1662	A.B. Sawyer Shared Use Path		+	
1808	Buckner Connector		+	
2064	East Market Street Streetscape Improvements		+	
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	+	+	
2187	Blackiston Mill Road	+		
2214	KY 1931 (US 31W to Doss HS)		+	
2388	Main Street/Story Avenue Intersection	+		
2389	Blackiston Mill Road Phase II	+		
2392	East Main Street	+	+	
2393	Riverside Drive		+	
2535	State Street Signals	+		
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	+	+	
2541	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	+	+	+
2607	KY 1747	+		
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	
2613	KY 44 (US 31EX to US31E Bypass)	+		
2615	Kenwood Road	+		

KIPDA ID	Project Name	Increase and/or improve dedicated bicycle access inside High Density Medical Clusters and within 1 mile of the boundary (N10)	Increase and/or improve the amount of pedestrian walkways within High Density Shopping Clusters (N11)	Increase and/or improve dedicated bicycle access inside High Density Shopping Clusters and within 1 mile of the boundary (N12)
128	KY 1931 (Greenbelt Highway to Dixie Highway)			+
154	KY 1450		+	
163	River Road	+		+
188	English Station Road	+		+
213	KY 1932		+	
321	LaGrange Underpass West of LaGrange	+		+
327	Oldham County Bicycle & Pedestrian Trail	+	+	+
384	Hubbards Lane	+	+	+
1423	River Road Bicycle & Pedestrian Improvements	+		+
1445	KY 22 (at Springcrest Drive)	+		+
1582	Watterson Trail Phase I		+	
1583	Watterson Trail Phase II		+	
1662	A.B. Sawyer Shared Use Path	+		+
2064	East Market Street Streetscape Improvements	+		+
2082	Good Samaritan Bicycle and Pedestrian Trail Connector		+	+
2084	Bluegrass Commerce Park Bicycle/ Pedestrian Trail Project Phase II		+	+
2147	KY 1931 (Doss HS entrance to Palatka Road)	+		
2187	Blackiston Mill Road		+	
2214	KY 1931 (US 31W to Doss HS)	+		+
2389	Blackiston Mill Road Phase II		+	
2392	East Main Street	+	+	+
2393	Riverside Drive	+		+
2535	State Street Signals		+	
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	+	+	+
2541	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	+		+
2607	KY 1747		+	
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	+

KIPDA ID	Project Name	Increase and/or improve the amount of pedestrian walkways within EJ Areas (N13)	Increase and/or improve dedicated bicycle access inside EJ Areas and within 1 mile of the boundary (N14)	Increase and/or improve pedestrian access within High Density Employment and adjacent to Major Employers (within 1/4 mile) (N15)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+	+	
154	KY 1450	+		+
163	River Road			+
188	English Station Road			+
213	KY 1932			+
309	Mount Tabor Road			+
327	Oldham County Bicycle & Pedestrian Trail			+
384	Hubbards Lane			+
1423	River Road Bicycle & Pedestrian Improvements		+	+
1582	Watterson Trail Phase I			+
1583	Watterson Trail Phase II			+
1662	A.B. Sawyer Shared Use Path			+
1790	KY 245			+
2064	East Market Street Streetscape Improvements		+	
2082	Good Samaritan Bicycle and Pedestrian Trail Connector		+	+
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II			+
2128	Charlestown Road Corridor Complete Streets		+	+
2147	KY 1931 (Doss HS entrance to Palatka Road)		+	
2187	Blackiston Mill Road			+
2214	KY 1931 (US 31W to Doss HS)		+	
2388	Main Street/Story Avenue Intersection			+
2389	Blackiston Mill Road Phase II			+
2390	Charlestown Road (from Hedden Court to Genung Drive)		+	
2392	East Main Street	+	+	+
2393	Riverside Drive			+
2535	State Street Signals	+		+
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	+	+	+
2541	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	+	+	+
2607	KY 1747	+		+
2610	US 60 (Old Shelbyville Road to North English Station Road)			+

KIPDA ID	Project Name	Increase and/or improve dedicated bicycle access inside High Density Employment Clusters or within 1 mile of the boundary OR within 1 mile of Major Employers (N16)	Increase and/or improve pedestrian on the CMP Network or on a roadway within 1/2 mile buffer of the CMP Network (N17)	Increase and/or improve dedicated bicycle access on the CMP Network or on a roadway within 1/2 mile buffer of the CMP Network (N18)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+	+	+
163	River Road	+	+	+
188	English Station Road	+	+	+
213	KY 1932		+	
309	Mount Tabor Road		+	
321	LaGrange Underpass West of LaGrange	+	+	+
327	Oldham County Bicycle & Pedestrian Trail	+	+	+
384	Hubbards Lane	+	+	+
956	KY 155		+	+
1423	River Road Bicycle & Pedestrian Improvements	+	+	+
1445	KY 22 (at Springcrest Drive)	+		
1582	Watterson Trail Phase I		+	
1583	Watterson Trail Phase II		+	
1662	A.B. Sawyer Shared Use Path	+	+	+
1790	KY 245	+		
1808	Buckner Connector		+	+
1936	Old Henry Road	+		
2064	East Market Street Streetscape Improvements	+		+
2082	Good Samaritan Bicycle and Pedestrian Trail Connector	+	+	+
2084	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	+	+	+

KIPDA ID	Project Name	Increase and/or improve dedicated bicycle access inside High Density Employment Clusters or within 1 mile of the boundary OR within 1 mile of Major Employers (N16)	Increase and/or improve pedestrian on the CMP Network or on a roadway within 1/2 mile buffer of the CMP Network (N17)	Increase and/or improve dedicated bicycle access on the CMP Network or on a roadway within 1/2 mile buffer of the CMP Network (N18)
2128	Charlestown Road Corridor Complete Streets	+	+	+
2147	KY 1931 (Doss HS entrance to Palatka Road)	+		
2187	Blackiston Mill Road		+	
2214	KY 1931 (US 31W to Doss HS)	+	+	+
2367	Third Street Road		+	
2385	Patti Lane Sidewalk Safety Improvement Project		+	
2388	Main Street/Story Avenue Intersection		+	
2389	Blackiston Mill Road Phase II		+	
2390	Charlestown Road (from Hedden Court to Genung Drive)	+	+	+
2392	East Main Street	+	+	+
2393	Riverside Drive	+	+	+
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	+	+	+
2541	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	+	+	+
2598	US 60 (Eastwood Cutoff to Rockcrest Way)		+	
2607	KY 1747		+	
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	+
2612	I- 71 (KY 329 Interchange)		+	+
2613	KY 44 (US 31EX to US31E Bypass)		+	
2615	Kenwood Road		+	

ECONOMIC IMPACT

KIPDA ID	Project Name	Increase and/or improve transportation options (transit, bicycle, pedestrian) in High Density Employment Clusters OR areas with forecast moderate to significant employment growth (E1)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+
154	KY 1450	+
163	River Road	+
188	English Station Road	+
213	KY 1932	+
309	Mount Tabor Road	+
321	LaGrange Underpass West of LaGrange	+
327	Oldham County Bicycle & Pedestrian Trail	+
1423	River Road Bicycle & Pedestrian Improvements	+
1445	KY 22 (at Springcrest Drive)	+
1662	A.B. Sawyer Shared Use Path	+
1790	KY 245	+
1936	Old Henry Road	+
2064	East Market Street Streetscape Improvements	+
2147	KY 1931 (Doss HS entrance to Palatka Road)	+
2187	Blackiston Mill Road	+
2214	KY 1931 (US 31W to Doss HS)	+
2388	Main Street/Story Avenue Intersection	+
2389	Blackiston Mill Road Phase II	+
2390	Charlestown Road (from Hedden Court to Genung Drive)	+
2392	East Main Street	+
2393	Riverside Drive	+
2408	TARC Cross River Connectors	+
2463	Riverport Circulator - Access to Jobs in Southwest Louisville	+
2535	State Street Signals	+
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	+
2541	Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection	+
2610	US 60 (Old Shelbyville Road to North English Station Road)	+
2667	Outer Loop Circulator	+

MOTOR VEHICLE ACCESS

KIPDA ID	Project Name	Improve surface street access to OR surface street mobility on the NHS (V1)	Maintain or reduce existing congestion on surface street arterials with LOS D or worse (V2)	Maintain or reduce forecast congestion on surface street arterials with a LOS D or worse (V3)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+	+	
188	English Station Road		+	+
213	KY 1932	+	+	
224	I- 65 (Brooks Street ramp)	+		
384	Hubbards Lane	+	+	+
493	KY 44 (US 31E/150 to KY 1319)		+	+
956	KY 155	+	+	+
1271	US 42		+	+
1445	KY 22 (at Springcrest Drive)		+	+
1446	KY 22 (at Goose Creek Road)		+	+
1583	Watterson Trail Phase II		+	+
1662	A.B. Sawyer Shared Use Path			
1790	KY 245	+	+	+
1809	One-Way Street Conversion to Two-Way Phase 1	+		
1879	KY 864	+		
1936	Old Henry Road			+
2119	Heavy Haul Transportation Corridor	+		
2147	KY 1931 (Doss HS entrance to Palatka Road)		+	+
2152	I- 71 (I-265 to KY 329)	+		
2214	KY 1931 (US 31W to Doss HS)	+	+	+
2388	Main Street/Story Avenue Intersection	+		
2390	Charlestown Road (from Hedden Court to Genung Drive)		+	
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps			+
2535	State Street Signals		+	+
2545	US 150 & Maple Road			+
2598	US 60 (Eastwood Cutoff to Rockcrest Way)		+	+
2606	KY 841/Renaissance Park	+		
2607	KY 1747	+	+	+
2608	Plantside Drive	+		
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	
2613	KY 44 (US 31EX to US31E Bypass)		+	+
2616	I- 65 Road Reconstruction	+		

KIPDA ID	Project Name	Reduce existing and/or forecast congestion (LOS D or worse) on surface streets that are located in or provide access to Community Access Clusters (V4)	Reduce existing and/or forecast congestion (LOS D or worse) on surface streets that are located in or provide access to High Density Medical Clusters (V5)	Reduce existing and/or forecast congestion (LOS D or worse) on surface streets that are located in or provide access to High Density Shopping Cluster (V6)
213	KY 1932	+		+
384	Hubbards Lane		+	+
493	KY 44 (US 31E/150 to KY 1319)	+		
1445	KY 22 (at Springcrest Drive)	+	+	+
1446	KY 22 (at Goose Creek Road)	+	+	+
1583	Watterson Trail Phase II	+		+
2214	KY 1931 (US 31W to Doss HS)	+	+	+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps	+	+	+
2535	State Street Signals	+		+
2607	KY 1747	+		+
2610	US 60 (Old Shelbyville Road to North English Station Road)	+	+	+
2613	KY 44 (US 31EX to US31E Bypass)	+		

KIPDA ID	Project Name	Reduce existing congestion (LOS D or worse) on surface streets that are located in or provide access to High Employment Clusters and/or Major Employers (V7)	Reduce forecast congestion (LOS D or worse) on surface streets that are located in TADs with forecast moderate to significant employment growth (V8)	Maintain or reduce existing congestion on freeways and interstates at LOS D or worse (V9)
179	I-265 (I-64 Interchange)			+
188	English Station Road	+	+	
213	KY 1932	+		
384	Hubbards Lane	+		
407	I-265 (I-65 to US 31E)			+
491	I- 65 (KY 61 to I-265)			+
958	I-265 (KY 155 to I-71)			+
959	I-265 (US 31E to KY 155)			+
1445	KY 22 (at Springcrest Drive)	+		
1446	KY 22 (at Goose Creek Road)	+		
1478	I- 71 (Kennedy Bridge to Zorn Avenue)			+
1583	Watterson Trail Phase II	+		
1790	KY 245	+		
1922	I-264/US 42			+
1936	Old Henry Road		+	
2121	I- 65 (I-264 Interchange)			+
2152	I- 71 (I-265 to KY 329)			+
2193	I- 65/KY 480 Interchange			+
2214	KY 1931 (US 31W to Doss HS)	+		
2390	Charlestown Road (from Hedden Court to Genung Drive)		+	
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps		+	
2535	State Street Signals	+	+	
2601	I- 65 (I-265 Interchange)			+
2602	I- 71 (Zorn Avenue to I-264)			+
2607	KY 1747	+		
2610	US 60 (Old Shelbyville Road to North English Station Road)	+		
2611	I- 71 (Zorn Avenue to I-265)			+

KIPDA ID	Project Name	Maintain or reduce forecast congestion on freeways and interstates at LOS D or worse (V10)	Interchange improvement contributes to reducing existing/and or forecast congestion (LOS D or worse) on intersecting/adjacent surface street (V11)	Reduce existing and/or forecast congestion (LOS D or worse) on interstate segments that include system interchanges (V12)
179	I-265 (I-64 Interchange)	+		+
407	I-265 (I-65 to US 31E)	+		+
491	I- 65 (KY 61 to I-265)	+		+
958	I-265 (KY 155 to I-71)	+		+
959	I-265 (US 31E to KY 155)	+		
1478	I- 71 (Kennedy Bridge to Zorn Avenue)	+		+
1922	I-264/US 42	+	+	
2121	I- 65 (I-264 Interchange)	+		+
2152	I- 71 (I-265 to KY 329)	+		+
2193	I- 65/KY 480 Interchange	+		
2382	I- 71 (collector-distributor lane near I-265 interchange)	+		+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps	+		
2601	I- 65 (I-265 Interchange)	+		+
2602	I- 71 (Zorn Avenue to I-264)	+		+
2604	I- 71 (KY 329 to KY 393)	+		
2611	I- 71 (Zorn Avenue to I-265)	+		+

KIPDA ID	Project Name	Reduce existing congestion (LOS D or worse) on interstate segments that are adjacent to interchanges that provide access to & are within 1.0 mile of High Employment Clusters, Major Employers (V13)	Reduce forecast congestion (LOS D or worse) on interstate segments that are adjacent to interchanges that provide access to & are within areas w/ forecast employment growth (moderate to significant) (V14)	TSMO strategies that maintain or reduce congestion (LOS D or worse) on or within 1/2 mile of the CMP Network (V15)
128	KY 1931 (Greenbelt Highway to Dixie Highway)			+
188	English Station Road			+
213	KY 1932			+
327	Oldham County Bicycle & Pedestrian Trail			+
407	I-265 (I-65 to US 31E)	+		
491	I- 65 (KY 61 to I-265)	+	+	
958	I-265 (KY 155 to I-71)	+	+	
959	I-265 (US 31E to KY 155)	+		
1423	River Road Bicycle & Pedestrian Improvements			+
1478	I- 71 (Kennedy Bridge to Zorn Avenue)	+	+	
1662	A.B. Sawyer Shared Use Path			+
1790	KY 245			+
1922	I-264/US 42	+		
2128	Charlestown Road Corridor Complete Streets			+
2152	I- 71 (I-265 to KY 329)		+	+
2193	I- 65/KY 480 Interchange	+	+	
2214	KY 1931 (US 31W to Doss HS)			+
2367	Third Street Road			+
2390	Charlestown Road (from Hedden Court to Genung Drive)			+
2463	Riverport Circulator - Access to Jobs in Southwest Louisville			+
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps		+	
2535	State Street Signals			+
2598	US 60 (Eastwood Cutoff to Rockcrest Way)			+
2602	I- 71 (Zorn Avenue to I-264)	+	+	
2604	I- 71 (KY 329 to KY 393)		+	
2607	KY 1747			+
2610	US 60 (Old Shelbyville Road to North English Station Road)			+
2611	I- 71 (Zorn Avenue to I-265)	+		
2613	KY 44 (US 31EX to US31E Bypass)			+
2618	US 31 Intersection Improvement			+
2667	Outer Loop Circulator			+

ROADWAY MAINTENANCE

KIPDA ID	Project Name	Improve pavements on Interstates that are in Borderline or Poor condition (M1)	Improve pavements on non-Interstate NHS that are in Borderline or Poor condition (M2)	Improve pavements on non-NHS roadways that are in Borderline or Poor condition and on the INDOT or KYTC pavement condition inventories (M3)	Improve condition of bridges that carry the NHS (M4)	Improve condition of bridges that carry non-NHS roads (M5)
128	KY 1931 (Greenbelt Highway to Dixie Highway)			+		
154	KY 1450			+		+
213	KY 1932			+		
321	LaGrange Underpass West of LaGrange			+		
491	I- 65 (KY 61 to I-265)	+				
493	KY 44 (US 31E/150 to KY 1319)			+		
958	I-265 (KY 155 to I-71)	+				
959	I-265 (US 31E to KY 155)	+				
1271	US 42			+		
1809	One-Way Street Conversion to Two-Way Phase 1			+		
1816	KY 480			+		
1877	KY 329			+		
1879	KY 864			+		
1922	I-264/US 42	+			+	
1925	KY 44 (near Bullitt East HS)			+		
1936	Old Henry Road		+			
2147	KY 1931 (Doss HS entrance to Palatka Road)			+		
2152	I- 71 (I-265 to KY 329)	+				
2193	I- 65/KY 480 Interchange	+				
2214	KY 1931 (US 31W to Doss HS)			+		
2378	Grade Lane Bridge Replacement			+		+
2388	Main Street/Story Avenue Intersection		+			
2533	I-64 Sherman Minton Corridor Maintenance	+				
2601	I- 65 (I-265 Interchange)	+				
2605	KY 53			+		
2607	KY 1747		+			
2611	I- 71 (Zorn Avenue to I-265)				+	
2612	I- 71 (KY 329 Interchange)			+		
2613	KY 44 (US 31EX to US31E Bypass)			+		

FREIGHT MOVEMENT

KIPDA ID	Project Name	Improve access TO the KIPDA Freight Network (F1)	Improve mobility ON the KIPDA Freight Network (F2)	Improve interchanges that are within 1 mile of and provide access to High Density Shopping (F3)	Improve mobility on interstate segments with a truck percentage greater than 10% (F4)
128	KY 1931 (Greenbelt Highway to Dixie Highway)	+			
154	KY 1450	+			
179	I-265 (I-64 Interchange)	+			
188	English Station Road		+		
223	Cooper Chapel Road Phase 3	+			
224	I- 65 (Brooks Street ramp)		+	+	
384	Hubbards Lane	+			
407	I-265 (I-65 to US 31E)		+		+
491	I- 65 (KY 61 to I-265)		+		+
493	KY 44 (US 31E/150 to KY 1319)		+		
539	Salem-Nobel Road		+		
956	KY 155	+			
958	I-265 (KY 155 to I-71)		+		+
959	I-265 (US 31E to KY 155)		+		+
1271	US 42	+			
1478	I- 71 (Kennedy Bridge to Zorn Avenue)		+		
1790	KY 245	+			
1809	One-Way Street Conversion to Two-Way Phase 1		+		
1816	KY 480		+		
1879	KY 864	+			
1922	I-264/US 42		+	+	
1936	Old Henry Road	+			
2119	Heavy Haul Transportation Corridor	+			
2121	I- 65 (I-264 Interchange)		+		

KIPDA ID	Project Name	Improve access TO the KIPDA Freight Network (F1)	Improve mobility ON the KIPDA Freight Network (F2)	Improve interchanges that are within 1 mile of and provide access to High Density Shopping (F3)	Improve mobility on interstate segments with a truck percentage greater than 10% (F4)
2152	I- 71 (I-265 to KY 329)		+		+
2187	Blackiston Mill Road	+			
2193	I- 65/KY 480 Interchange		+		
2231	Port of Indiana Truck-to-Rail and Rail-to-Water Improvements		+		
2378	Grade Lane Bridge Replacement		+		
2382	I- 71 (collector-distributor lane near I-265 interchange)		+	+	
2388	Main Street/Story Avenue Intersection		+		
2406	IN 60		+		
2464	KY 53 from I-71 to Crystal Drive and I-71 SB Ramps		+	+	
2545	US 150 & Maple Road		+		
2598	US 60 (Eastwood Cutoff to Rockcrest Way)		+		
2601	I- 65 (I-265 Interchange)		+		
2602	I- 71 (Zorn Avenue to I-264)		+		
2603	I- 71 (new interchange between KY 393 and KY 53)		+		
2604	I- 71 (KY 329 to KY 393)		+		+
2605	KY 53		+		
2606	KY 841/Renaissance Park	+			
2607	KY 1747		+		
2608	Plantside Drive	+			
2610	US 60 (Old Shelbyville Road to North English Station Road)	+			
2611	I- 71 (Zorn Avenue to I-265)		+	+	+
2612	I- 71 (KY 329 Interchange)	+			
2613	KY 44 (US 31EX to US31E Bypass)		+		
2616	I- 65 Road Reconstruction		+		+
2617	IN 62 Slide Correction		+		

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

KIPDA ID	Project Name	Supports strategies identified in the KIPDA Regional ITS Architecture or related ITS projects (A4)
309	Mount Tabor Road	+
2392	East Main Street	+
2535	State Street Signals	+

TRANSIT ASSET MANAGEMENT PLAN

The FAST Act requires all public transportation providers to develop and implement a Transit Asset Management (TAM) plan to achieve and maintain capital items in a state of good repair. A TAM must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the capital assets. The final rule, 49 USC 625 became effective October 1, 2016 and establishes four performance measures for rolling stock (i.e. buses, vans and trains), equipment, facilities and infrastructure. In addition to the four national performance measures, transit providers can establish their own performance measures. MPOs are responsible for coordinating with the transit providers in their planning area and establish targets specific to their planning area.

KIPDA staff began coordinating with TARC, the regional transit authority, shortly after the Federal rule became effective. Since that time, several important steps have occurred to ensure compliance with this new rule. On October 23, 2018, TARC’s Board of Directors approved the agency’s TAM Plan. On October 25, 2018, TPC formally incorporated the TAM performance targets into KIPDA’s Performance Management Plan (see pages 44-47 in Performance Management Plan).

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The FAST Act also requires certain public transportation providers that receive federal funds under FTA’s Urbanized Area Formula Grants (Section 5307) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). On July 19, 2018, FTA published the final rule which became effective on July 19, 2019.

The final rule sets July 20, 2020 as the deadline for transit providers like TARC to adopt a compliant Public Transportation Agency Safety Plan (PTASP) including safety performance targets. KIPDA staff has coordinated with TARC staff to ensure the deadline will be met. After TARC’s Board of Directors adopts the plan, KIPDA will move to adopt the safety performance targets and incorporate them into KIPDA’s Performance Management Plan.

STRATEGIC HIGHWAY SAFETY PLANS

A Strategic Highway Safety Plan (SHSP) is major component and requirement of the Highway Safety Improvement Program (HSIP). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public modes. An SHSP identifies a state’s key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries.

INDOT's current SHSP became effective in March 2016. [INDOT's SHSP](#) specifically mentions its traffic safety goal "as a move Toward Zero Deaths (TZD)". [KYTC's SHSP](#) also highlights the state's participation in the TZD safety strategy. KYTC's current SHSP was adopted in 2015. For more information about the TZD policy visit: <https://www.towardzerodeaths.org/>.

The over-arching theme between the two states' SHSPs is the focus on preventing severe crashes or those resulting in either a fatality or incapacitating injury. The way to address this is two-fold: educational and awareness campaigns and data analysis. The SHSPs provide information about both. By adopting an SHSP, both states also ensure that they are eligible to use HSIP funds to address safety concerns. In Indiana, these funds are suballocated to the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) for which the TPC has the authority to award. In

Kentucky, these funds are managed by KYTC. In both cases, however, KIPDA staff works with the states in an effort to make highways in the region safer for not only those in vehicles, but also for bicyclists and pedestrians.

COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

Another planning requirement of the FAST Act, the [Coordinated Public Transit Human Services Transportation](#)

[Plan](#) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. There is also a requirement that projects and programs selected to receive funds through the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program must be derived from a locally developed Coordinated Public Transit Human Services Transportation Plan.

The MPO, in partnership with TARC and many non-profit agencies, developed a plan for the nine-county KIPDA region which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer and Trimble counties in Kentucky. This plan serves as a unified, comprehensive strategy for enhancing mobility. The current Coordinated Public Transit Human Services Transportation Plan was adopted on June 26, 2014. KIPDA staff have begun efforts to update the plan in 2020.



05

PROJECT SPECIFIC REPORTS

IN THIS CHAPTER

MPO Dedicated Projects

Congestion Management Process (CMP) Projects

Intelligent Transportation Systems (ITS) Supported Projects

Obligated Projects

MPO DEDICATED FUNDS

As previously mentioned, the TPC, which serves as the MPO, has the authority to award funds from four programs in Indiana (CMAQ, HSIP, STBG and TA) and two in Kentucky (STBG and TA). Funds suballocated to the MPO from Indiana and Kentucky can only be spent on projects in each respective state. The current MPO dedicated programs tracking sheet can be found [here](#).

The [Project Management Process](#) provides a guide as to how these MPO dedicated funds are awarded to specific projects. The Indiana and Kentucky guides also detail how cost increases and phase shifts (i.e. project delays) are managed. For new projects seeking dedicated funds, the Project Working Group will consider the following factors when developing recommendations for TPC:

- Cost Estimate
- Project Schedule
- LPA Project or Program Advancement History
- Project or Program Cost
- Project or Program Justification
- Consideration of project or program relative to funds requested
- Non-Federal match (percent of non-federal match, and availability)
- MTP Priority Information
- Continuity / Connectivity with other TIP or MTP projects and programs
- Relationship of proposed projects to the MTP Focus Areas
- Relationship of the proposed projects to the MTP Environmental Justice Study Areas
- Relationship of proposed projects or programs to the Funding Targets (should they exist)
- Potential contribution toward achieving KIPDA Performance Management Plan performance targets
- Total of funding requests relative to available funds

PROGRAMMATIC ANALYSIS

Indiana

In Indiana, there is no ability to carryover funds from one fiscal year to the next. Also, since the allocated funding amounts are relatively low, there are no dedicated cost increase reserves. Therefore, sponsors must estimate the phase costs extremely accurately and in many cases the sponsors must contribute more local funds than the minimum federal share that is required. Another impact of the allocation amounts is that KIPDA utilizes the flexibility provided by FHWA to transfer up to 50% of the allocated funds from one program to a different one. KIPDA staff ensures that, over the six-year period of the current TIP, at least 50% of the allocated funds are spent in each program. Based on the current allocation estimates, there is \$1,021,582 in unprogrammed funds through FY 2025. These funds are set aside for future cost increases.

Kentucky

In Kentucky, carrying funds over from one fiscal year to the next is allowable. Over the past decade or more the carryover balance has increased quite considerably in the Surface Transportation Block Grant (STBG-MPO) program. In 2016, the TPC responded by approving a new Project Management Process that increases accountability and improves transparency. Over the last four years (FY 2016 – 2019), \$65 million in STBG-MPO funds have been obligated. This represents a 200% increase over the previous four years (FY 2012 – 2015). KIPDA expects this trend to continue. In the Transportation Alternatives (TA-MPO) program the carryover funding issue has been fairly minor. There is a carryover balance of approximately \$2.6 million. One potentially negative impact on the program is the impending federal rescissions for which the impact is currently unknown. KIPDA plans to have a call for new projects in 2020 in order to program the \$24 million in available STBG-MPO funds and \$8 million in available TA-MPO funds.

See Figures 11 and 12 for a more detailed financial analysis of the MPO Dedicated Funding Programs.

Figure 11: Indiana MPO Dedicated Funding Program Analysis

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) - MPO DEDICATED FUNDS							
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Annual Allocation	\$1,091,828	\$1,075,937	\$1,075,937	\$1,075,937	\$1,075,937	\$1,075,937	\$6,471,513
50% of Allocation	\$545,914	\$537,969	\$537,969	\$537,969	\$537,969	\$537,969	\$3,235,757
Programmed Amount	\$1,412,147	\$1,300,000	\$200,000	\$200,000	\$200,000	\$200,000	\$3,512,147
Unprogrammed Funds	\$0	\$0	\$162,454	\$0	\$0	\$390,834	\$553,288

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) - MPO DEDICATED FUNDS							
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Annual Allocation	\$700,399	\$689,979	\$689,979	\$689,979	\$689,979	\$689,979	\$4,150,294
50% of Allocation	\$350,200	\$344,990	\$344,990	\$344,990	\$344,990	\$344,990	\$2,075,147
Programmed Amount	\$704,325	\$0	\$474,500	\$108,000	\$1,923,750	\$0	\$3,210,575
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SURFACE TRANSPORTATION BLOCK GRANT (STBG) - MPO DEDICATED FUNDS							
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Annual Allocation	\$2,729,203	\$2,623,918	\$2,623,918	\$2,623,918	\$2,623,918	\$2,623,918	\$15,848,793
50% of Allocation	\$1,364,602	\$1,311,959	\$1,311,959	\$1,311,959	\$1,311,959	\$1,311,959	\$7,924,397
Programmed Amount	\$2,622,426	\$3,287,366	\$3,552,880	\$3,627,000	\$2,500,231	\$3,799,000	\$19,388,903
Unprogrammed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TRANSPORTATION ALTERNATIVES (TA) - MPO DEDICATED FUNDS							
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
Annual Allocation	\$233,452	\$234,147	\$234,147	\$234,147	\$234,147	\$234,147	\$1,404,187
50% of Allocation	\$116,726	\$117,074	\$117,074	\$117,074	\$117,074	\$117,074	\$702,094
Programmed Amount	\$15,984	\$36,615	\$0	\$688,981	\$0	\$0	\$741,580
Unprogrammed Funds	\$0	\$0	\$234,147	\$0	\$0	\$234,147	\$468,294

Figure 12: Kentucky MPO Dedicated Funding Program Analysis

SURFACE TRANSPORTATION BLOCK GRANT (STBG) - MPO DEDICATED FUNDS						
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Carryover Funds	\$90,581,847	\$43,285,917	\$45,428,652	\$24,922,518	\$38,241,239	\$51,458,075
Annual Allocation	\$20,678,920	\$20,678,920	\$20,678,920	\$20,678,920	\$20,678,920	\$20,678,920
Cost Increase Reserve	\$0	\$4,135,784	\$4,135,784	\$4,135,784	\$4,135,784	\$4,135,784
Total Available	\$111,260,767	\$59,829,053	\$61,971,788	\$41,465,654	\$54,784,375	\$68,001,211
Programmed Amount	\$67,974,850	\$14,400,401	\$37,049,270	\$3,224,415	\$3,326,300	\$43,204,290
Unprogrammed Funds	\$43,285,917	\$45,428,652	\$24,922,518	\$38,241,239	\$51,458,075	\$24,796,921
TRANSPORTATION ALTERNATIVES (TA) - MPO DEDICATED FUNDS						
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Carryover Funds	\$3,532,274	\$2,694,895	\$3,856,793	\$5,018,691	\$6,180,589	\$7,342,487
Annual Allocation	\$1,161,898	\$1,161,898	\$1,161,898	\$1,161,898	\$1,161,898	\$1,161,898
Total Available	\$4,694,172	\$3,856,793	\$5,018,691	\$6,180,589	\$7,342,487	\$8,504,385
Programmed Amount	\$1,999,277	\$0	\$0	\$0	\$0	\$0
Unprogrammed Funds	\$2,694,895	\$3,856,793	\$5,018,691	\$6,180,589	\$7,342,487	\$8,504,385

PROJECTS IMPLEMENTED AND PROJECTS DELAYED

The next two tables reference projects that have previously been awarded MPO dedicated funds by the TPC. However, it is specific to those projects that were previously programmed in the FY 2018 –

2021 TIP. Since these projects are funded with MPO dedicated funds, KIPDA closely monitors whether they are moving forward in a timely manner.

Figure 13, entitled Projects Implemented, includes those MPO dedicated projects that are either open to the public or currently under construction.

Figure 14, entitled Projects Delayed, includes those MPO dedicated projects that have experienced significant delay.

Figure 13: MPO Dedicated Projects Implemented or Under Construction from FY18-21 TIP

State	Project Name	Project Sponsor	KIPDA ID	State ID	County	Federal Funding Category
Indiana	Grantline Road	New Albany	1586	0901276	Floyd	STBG-MPO
	IN 111 Pedway	New Albany	1432	0710810	Floyd	CMAQ-MPO
	Market Street/Spring Street	New Albany	1556	0901275	Floyd	STBG-MPO
	McDonald Lane	New Albany	95	0300779	Floyd	STBG-MPO
	Mount Tabor Road (Phase 1)	New Albany	309	0710808	Floyd	STBG-MPO
	New Albany Ohio River Greenway	New Albany	1779	0902325	Floyd	CMAQ-MPO
	Safety Improvements along Eastern Boulevard and Lewis & Clark	Clarksville	2530	1801599	Clark	HSIP-MPO
	State Street and Cherry Street Intersection Improvement	New Albany	2535	1801583	Floyd	STBG-MPO
	State Street and Oak Street Intersection Improvement	New Albany	2536	1801600	Floyd	HSIP-MPO
	State Street Corridor Improvements	New Albany	1588	0800745	Floyd	STBG-MPO
	Broadway & 18th Street	Louisville Metro	1192	00413.00	Jefferson	STBG-MPO
	Dixie TIGER Project	Louisville Metro	2232	00478.00	Jefferson	STBG-MPO
	Hill Street Sidewalk Rehabilitation	Louisville Metro	2104	03037.00	Jefferson	TA-MPO
	Kratz Lane Sidewalks	Middletown	2267	03039.00	Jefferson	STBG-MPO
	KY 22 / KY 329	KYTC	1508	00449.00	Oldham	STBG-MPO
Kentucky	KY 44 Sidewalks West of Shepherdsville	KYTC	2237	00544.00	Bullitt	STBG-MPO
	KY 1494	KYTC	1493	00293.00	Bullitt	STBG-MPO
	KY 1793 & Various Sidewalks	Oldham Co.	1623	00440.10	Oldham	STBG-MPO
	KY 2055	KYTC	1451	08501.00	Jefferson	STBG-MPO
	Miscellaneous Sidewalks and ADA Ramps	Jeffersontown	2230	03215.00	Jefferson	TA-MPO
	Olmsted Stone Arch Bridge Rehab & Trail Project Phase 2	Jeffersontown	2212	03204.00	Jefferson	TA-MPO
	Park Place Mall Transit Node	TARC	2478	NA	Jefferson	TA-MPO
	Shively Sidewalks	Shively	2226	03209.00	Jefferson	TA-MPO
	Sidewalk Connections on US 60, KY 1747 & KY 22	KYTC	2216	00535.00	Jefferson	STBG-MPO

Figure 14: MPO Dedicated Projects Significantly Delayed from FY18-21 TIP

State	Project Name	Primary Contact Agency	KIPDA ID	State ID	County	Federal Funding Category
Kentucky	A.B. Sawyer Shared Use Path	Louisville Metro	1662	00529.00	Jefferson	STBG-MPO
	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	Jeffersontown	2084	00543.00	Jefferson	STBG-MPO
	Good Samaritan Bicycle and Pedestrian Trail Connector	Jeffersontown	2082	00486.00	Jefferson	STBG-MPO
	LaGrange Underpass West of LaGrange	Oldham Co.	321	00434.00	Oldham	STBG-MPO
	Louisville Loop Shared Use Path	Louisville Metro	2086	00489.00	Jefferson	STBG-MPO
	Louisville Loop Shared Use Path	Louisville Metro	2087	00523.00	Jefferson	STBG-MPO
	Louisville Loop Shared Use Path	Louisville Metro	2092	00524.00	Jefferson	STBG-MPO
	Oldham County Bicycle & Pedestrian Trail Old LaGrange Road Improvements	Oldham Co.	2175	00410.01	Oldham	STBG-MPO
	Olmsted Parkways Multi-Use Path System Section 6	Louisville Metro	2627	NA	Jefferson	STBG-MPO
	Olmsted Parkways Multi-Use Path System Section 7	Louisville Metro	2628	NA	Jefferson	STBG-MPO
	Olmsted Parkways Multi-Use Path System Section 8	Louisville Metro	2629	NA	Jefferson	STBG-MPO
	Olmsted Parkways Multi-Use Path System Section 9	Louisville Metro	2630	NA	Jefferson	STBG-MPO
	River Road Extension	Louisville Metro	1338	00091.08	Jefferson	STBG-MPO
	Spring Hill Trace Sidewalk	Oldham Co.	2236	00757.00	Oldham	STBG-MPO

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS

Technology is increasingly utilized to manage traffic, inform travelers, respond to roadway emergencies, and gather data to drive investment decisions. The TPC adopted an [ITS Architecture](#) that describes how emerging technology should be coordinated.

Figure 15 includes a list of projects from the TIP that support the ITS Architecture.

CONGESTION MANAGEMENT PROCESS (CMP) PROJECTS

The [Congestion Management Process \(CMP\)](#) provides a means for both contributing to congestion mitigation on a defined network and analyzing the effect of strategies toward enhancing transportation system efficiency. Implementation of Transportation Systems Management and Operations (TSMO) strategies, such as technology, bicycle, pedestrian, and transit investments, often introduces an efficient means of reducing or managing congestion.

During the project evaluation process, projects were reviewed for elements that included TSMO strategies such as transit, pedestrian, bicycle, or other similar strategies where they do not already exist and on or within a half mile of the CMP roadway network. See Figure 16 for a list of CMP projects in Kentucky and Figure 17 for projects in Indiana.

Figure 15: Projects Supporting ITS Architecture

State	Project Name	KIPDA ID	State ID	Project Sponsor	County
Indiana	Battery Backups	2650	1900013	INDOT	Clark & Floyd
	East Main Street	2392	1700730	New Albany	Floyd
	Grantline Road	1586	901276	New Albany	Floyd
	Mount Tabor Road	309	7180808	New Albany	Floyd
	Traffic Signals on US 31	2716	1902011	INDOT	Clark
Kentucky	Connection 21 - Signal System Upgrade and Research	2669	NA	Louisville Metro	Jefferson

Figure 16: Kentucky CMP Projects

Project Name	KIPDA ID	State ID	Project Sponsor	County
A.B. Sawyer Shared Use Path	1662	529.00	Louisville Metro	Jefferson
Connection 21	2669		Louisville Metro	Jefferson
CR 1006C (English Station Road)	188	353.00	KYTC	Jefferson
East Market Street Streetscape Improvements	2064	8053.10	Louisville Metro	Jefferson
I-65 (Brooks Street ramp)	224	378.10	Louisville Metro	Jefferson
I-71 (I-265 to KY 329)	2152	00483.00, 00483.01, 00483.02	KYTC	Jefferson & Oldham
I-71 (KY 329 Interchange)	2612	80005.00	KYTC	Jefferson
Kenwood Road	2615		Oldham County	Oldham
KY 155	956	8908.00	KYTC	Jefferson
KY 1747	2607	555.00	KYTC	Jefferson
KY 1931 (US 31W to Doss HS)	2214	536.00	KYTC	Jefferson
KY 1931 (Greenwood Road)	128	00323.01, 00323.03	KYTC	Jefferson
KY 1932	213	531.00	KYTC	Jefferson
KY 245	1790	8509.00	KYTC	Bullitt
KY 44 (US 31EX to US31E Bypass)	2613	150.50	KYTC	Bullitt
KY 841/Renaissance Park	2606	80006.00	KYTC	Jefferson
KY 864	1879	481.00	KYTC	Jefferson
LaGrange Underpass West of LaGrange	321	434.00	Oldham County	Oldham
Louisville Loop Ohio River Valley Northeast Shared-Use Path System	1423	499.00	Louisville Metro	Jefferson
Main Street & Story Avenue	2388	561.00	Louisville Metro	Jefferson
Oldham County Bicycle & Pedestrian Trail	327	410.00	Oldham County	Oldham
Outer Loop Circulator	2667		TARC	Jefferson
Plantside Drive	2608	80003.00	KYTC	Jefferson
River Road	163	91.02	Louisville Metro	Jefferson
Riverport Circulator - Access to Jobs in Southwest Louisville	2463	3717.00	TARC	Jefferson
US 60 (Eastwood Cutoff to Rockcrest Way)	2598	8952.00	KYTC	Jefferson
US 60 (Old Shelbyville Road to North English Station Road)	2610	80001.00	KYTC	Jefferson

Figure 17: Indiana CMP Projects

Project Name	KIPDA ID	State ID	Project Sponsor	County
Blackiston Mill Road Phase I	2187	1401350	Clarksville	Clark
Blackiston Mill Road Phase II	2389	1700724	Clarksville	Clark
Charlestown Rd. (from Hedden Ct. to Genung Dr.)	2390	1700727	New Albany	Floyd
Charlestown Road Corridor Complete Streets	2128	1400550, 1800900	Floyd County	Floyd
East Main St. (from State St. to E. 5th St.)	2392	1700730	New Albany	Floyd
Heavy Haul Transportation Corridor	2119	1382612	INDOT	Clark
I- 65 Road Reconstruction	2616	1700135	INDOT	Clark
Jeffersonville 9th street / Clarksville Montgomery Ave intermodal Connection	2541	801597	Clarksville	Clark
Mount Tabor Road	309	710808	New Albany	Floyd
Riverside Drive	2393	1700725	Clarksville	Clark
TARC Cross River Connectors	2408	1801625	TARC	Clark, Floyd & Jefferson

ANNUAL LISTING OF OBLIGATED PROJECTS

KIPDA publishes an annual listing of projects obligated in the preceding year. This list is developed cooperatively by the states, public transportation operator, and the MPO. The Annual Listing of Obligated Projects is published as a separate document and made available for public review in accordance with the Participation Plan. The most recent Annual Listing of Obligated Projects can be found [here](#).



06

AIR QUALITY CONFORMITY

IN THIS CHAPTER

Status

Transportation Conformity

Regional Emissions Analysis

CMAQ Eligibility

AIR QUALITY STATUS

The presence of high levels of ground-level ozone and fine particulates, specifically PM_{2.5}, have plagued the region for decades and meeting the National Ambient Air Quality Standards (NAAQS) have traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process.

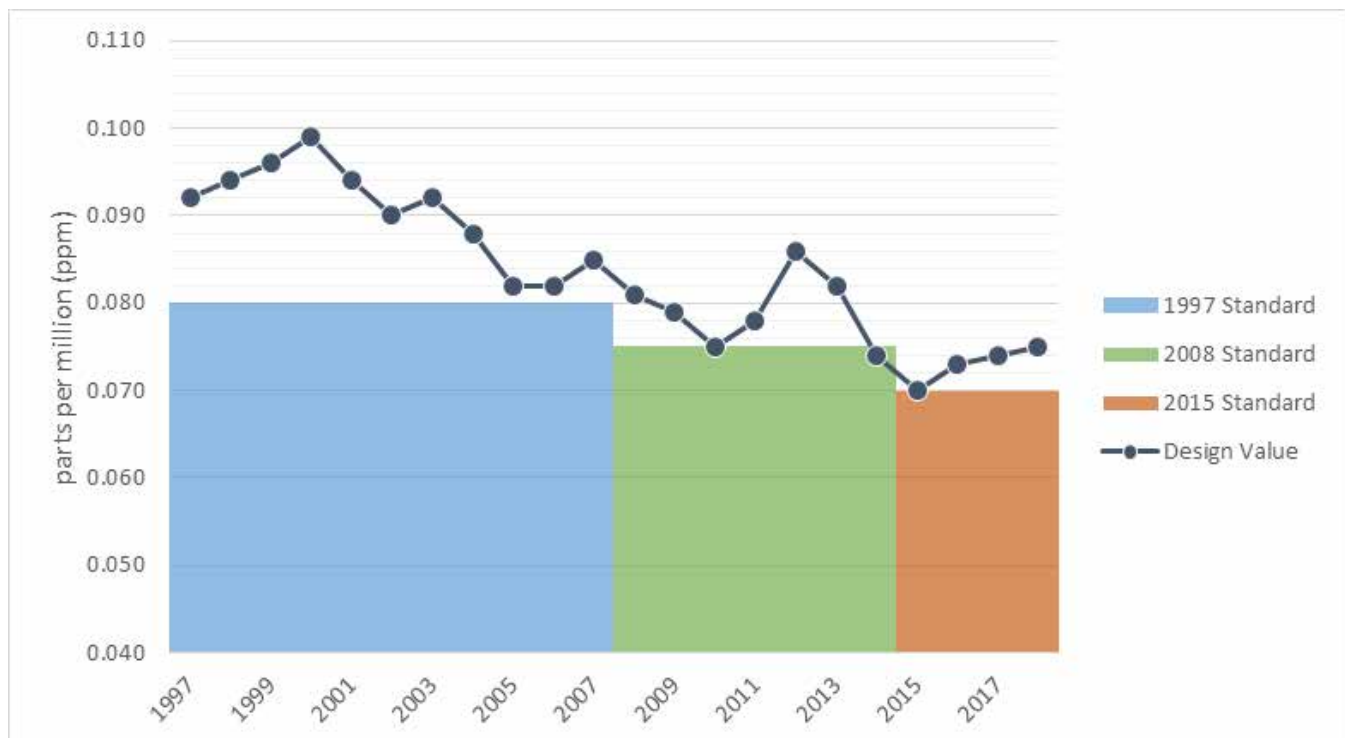
Presently, the KIPDA Region is designated as a non-attainment area under the most recent Ozone Standard, which was established in 2015. Non-attainment areas are established when any of the air quality monitors in a region show a violation of the EPA-established standards. The region was officially designated as non-attainment under this standard in November 2017. EPA designated the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham Counties as the ozone non-attainment area, which is consistent with past precedent.

The KIPDA Region has been designated as being in attainment of the current PM_{2.5} Standard, which was established in 2012. All previous PM_{2.5} standards have now been revoked.

Figure 18 shows the Design Value for ground-level ozone in the KIPDA Region and the recent ozone standards. As required by EPA, a Design Value is determined from data from the monitors that are deployed regionwide. More specifically, the Design Values shown on this graph reflect the three-year rolling average of the day with the fourth highest monitored reading each year. The series of readings considered for this calculation is the highest 8-hour concentration over the course of each day.

When a design value exceeds a standard, an area can be declared non-attainment of that standard. As the graph indicates, the local Design Values continue to trend downward as the standards are reviewed and strengthened periodically at a similar rate.

Figure 18: Ozone Design Values



TRANSPORTATION CONFORMITY

Transportation conformity is the established process that links transportation planning and air quality planning. For a transportation project to be eligible to receive federal funding in non-attainment areas, a project must be included in a conforming Metropolitan Transportation Plan (MTP). As a reminder, the TIP is considered a sub-set of the MTP so conformity is technically only applied to the MTP.

Due to the KIPDA Region being designated a non-attainment area under the 2015 Ozone Standard, KIPDA must show that *Connecting Kentuckiana 2040* conforms to the standard by estimating and analyzing future levels of regional on-road mobile emissions. This process is performed through a multi-step, multi-agency process. This process is established in a Memorandum of Understanding (MOU) between KIPDA and its air quality planning partners. The air quality planning partners include the air quality and transportation agencies at the local, state, and federal levels, which serve the KIPDA Region.

REGIONAL EMISSIONS ANALYSIS

The first step in the regional emissions analysis involves the creation of future year scenarios in KIPDA's Regional Travel Demand Model. These model scenarios include all projects that are expected to be open to the public by the year of the scenario, paired with land use assumptions in the form of population, household, and employment characteristics for the same year. The Interagency Consultation (IAC) Group, a group that includes KIPDA's air quality planning partners, reviews and approves the planning assumptions used to model the projects.

The regional emission estimates of the ozone precursors were calculated using MOVES 2014b, the model currently required by EPA. Key output from the KIPDA Model, including VMT and speed outputs, are among the inputs to the MOVES model. The MOVES Model also incorporates additional parameters including detailed information on the fleet of vehicles registered in the region, the fuels used, local weather/climate conditions, among others. In the KIPDA Region, the established practice is for the Louisville Metro Air Pollution Control District (LMAPCD) to perform the emission

Figure 19: SIP Regional Emissions Budgets

	VOCS	NOX
Budget	20,793	26,726
2020	12,719	26,443
2025	9,441	16,501
2030	6,916	11,744
2035	5,434	9,400
2040	4,834	8,897

modeling. LMAPCD provides the output of the MOVES Model, in the form of estimates of regional emissions of the ozone precursors, Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x) to KIPDA.

The regional emissions estimates of the ozone precursors are then compared to budgets of the precursors that are established in the State Implementation Plan (SIP). With the Ozone non-attainment area in this region encompassing a bi-state area, the budgets are bi-state budgets that are agreed upon by the state and federal air quality planning partners. Currently, the only budgets utilized are Year 2020 Budgets. For the MTP to be a conforming MTP, regional emission estimates from all scenarios modeled for the Year 2020 or later must be no greater than the budgets established in the SIP for 2020.

Figure 19 shows the budgets established in the SIP for regional emissions of VOCs and NO_x. With ozone being exclusively a summertime problem, the budgets and estimates represented in the table are estimates for a summer weekday, in kilograms per day. The years shown represent the five analysis years that have been modeled in this regional emissions analysis. Estimates for all five analysis years show regional emissions that are less than the budgets for each of the ozone precursors. Since neither of the budgets are exceeded, *Connecting Kentuckiana 2040* can be considered a conforming MTP.

Each time *Connecting Kentuckiana 2040* is amended in the future, transportation conformity must be demonstrated again, and a similar process to the one described above will be undertaken.

For further information, including the detailed Conformity Report reference the new [Connecting Kentuckiana 2040 MTP](#) update.

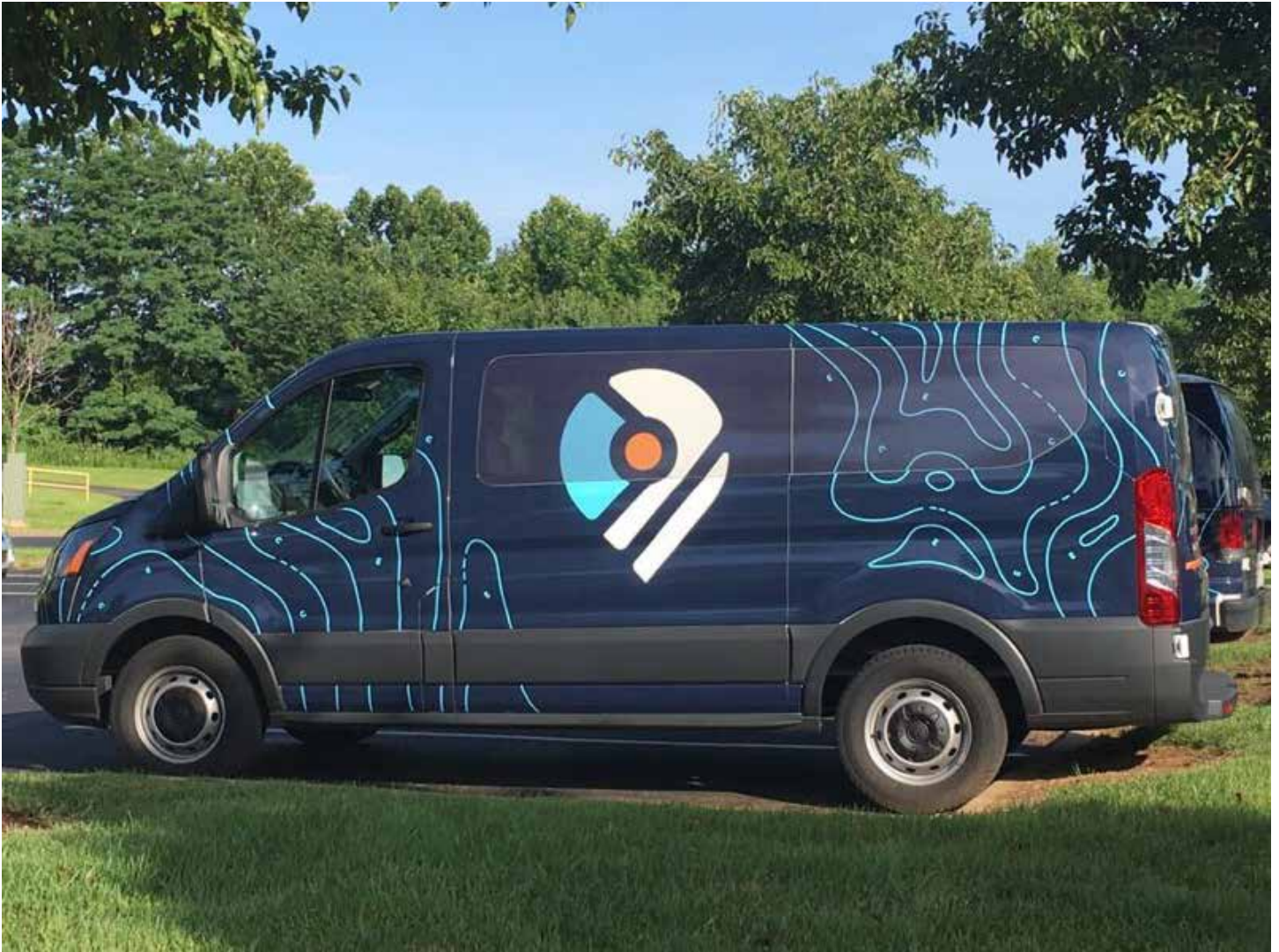
CMAQ ELIGIBILITY

The Congestion Mitigation/Air Quality (CMAQ) Program provides federal funding for projects that contribute to improving air quality in non-attainment or maintenance areas. The KIPDA Region has been eligible to receive funding through the CMAQ Program for many years and numerous projects have been funded with CMAQ funds. The region's current non-attainment status ensures that the region will remain eligible to receive CMAQ Funding.

Each state manages the Federal CMAQ dollars differently. Indiana sub-allocates a portion of the CMAQ dollars in Indiana to the urban areas across the state, such as KIPDA, that are non-attainment or maintenance areas. KIPDA initiates calls for potential CMAQ projects in Clark and Floyd Counties, and then works cooperatively with the local agencies in those counties to prioritize and award the CMAQ funding in the region. In Kentucky, CMAQ projects are awarded exclusively at the state level by KYTC. KYTC requests that potential CMAQ projects be submitted to MPOs. Those projects are then prioritized at the regional level but are awarded at the state level.

While the prioritization and award of CMAQ projects and dollars is primarily a function related to the administration of the Transportation Improvement Program (TIP), air quality improving projects were prioritized in the development of *Connecting Kentuckiana 2040*. Applicant projects that were thought to be CMAQ-eligible and among the project types established in the Clean Air Act that reduce on-road mobile emissions received points within the *Connecting Kentuckiana 2040* project scoring and ranking structure. These projects include those projects that have potential to improve the air quality through investments in improved public transit, in traffic flow improvements that do not significantly increase capacity for single-occupancy vehicles, and in bicycle and pedestrian improvements, among others.





07 CERTIFICATION PROCESS

IN THIS CHAPTER

Certification of Transportation Planning Process

Federal regulations require that INDOT, KYTC, and KIPDA self-certify that the transportation planning process is addressing the major issues in the metropolitan planning area in accordance with: 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300; sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; the Older

Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. Certifications assuring compliance with applicable federal regulations are included in Figures 20 and 21.

The Federal Highway Administration and the Federal Transit Administration conducted the most recent certification review of KIPDA's urban transportation planning process on August 22-23, 2018. On November 13, 2018, FHWA and FTA determined that the planning process substantially meets the requirements of 23 CFR 450 Subpart C.



Figure 20: Indiana Metropolitan Transportation Planning Process Certification

Figure 2
Self-Certification
Indiana

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.336, the Indiana Department of Transportation (INDOT) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency**

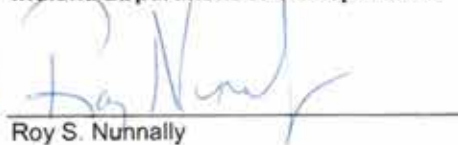

J. Byron Chapman

Chairman, TPC
Title

Date

7-6-2017

Indiana Department of Transportation


Roy S. Nunnally

Director
INDOT Technical Planning and Programming
Title

Date

7/18/17

Figure 21: Kentucky Metropolitan Transportation Planning Process Certification

**Figure 3
Self-Certification
Kentucky**

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.336, the Kentucky Transportation Cabinet (KYTC) and the Kentuckiana Regional Planning & Development Agency (KIPDA), Metropolitan Planning Organization for the Louisville/Jefferson County KY-IN Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Kentuckiana Regional Planning
& Development Agency**


J. Byron Chapman

Chairman, TPC
Title

7-6-2017
Date

Kentucky Transportation Cabinet


Matt Bullock

Executive Director KYTC District 5
Title

7-13-17
Date

08

PROJECT LISTINGS

IN THIS CHAPTER

County Maps

TIP Projects Listings & Details

The basic purpose of the TIP is to provide the mechanism for scheduling Federal funds for surface transportation projects, indicating regional priorities, and demonstrating a short-range transportation vision for the area. Every federally funded transportation project must be included in the TIP, as well as any state or locally funded projects that are considered regionally significant. You will find all of the projects listed by County and then alphabetically by Project Name. The key below provides a reference to acronyms for funding programs, project sponsors, and project phase types.

Please note that some projects will appear multiple times because the footprint spans multiple counties, or the program is regional in nature. The funds associated with these projects are not proportional by county, therefore, the costs should not be combined. For example, the Fiscal Year

(FY) 2020 Kentuckiana Air Education program or KAIRE (KIPDA ID 2373) can be found in Clark and Floyd counties. The total cost for this project is \$250,000, not \$500,000. For these projects, an asterisk is listed next to the Project Name.

For TARC projects, the exact location by county is often hard to pinpoint so each project is only reflected once in the listings. Projects programmed with Indiana funds can be found in the Clark County listing, while Kentucky funds are in the Jefferson County listing.

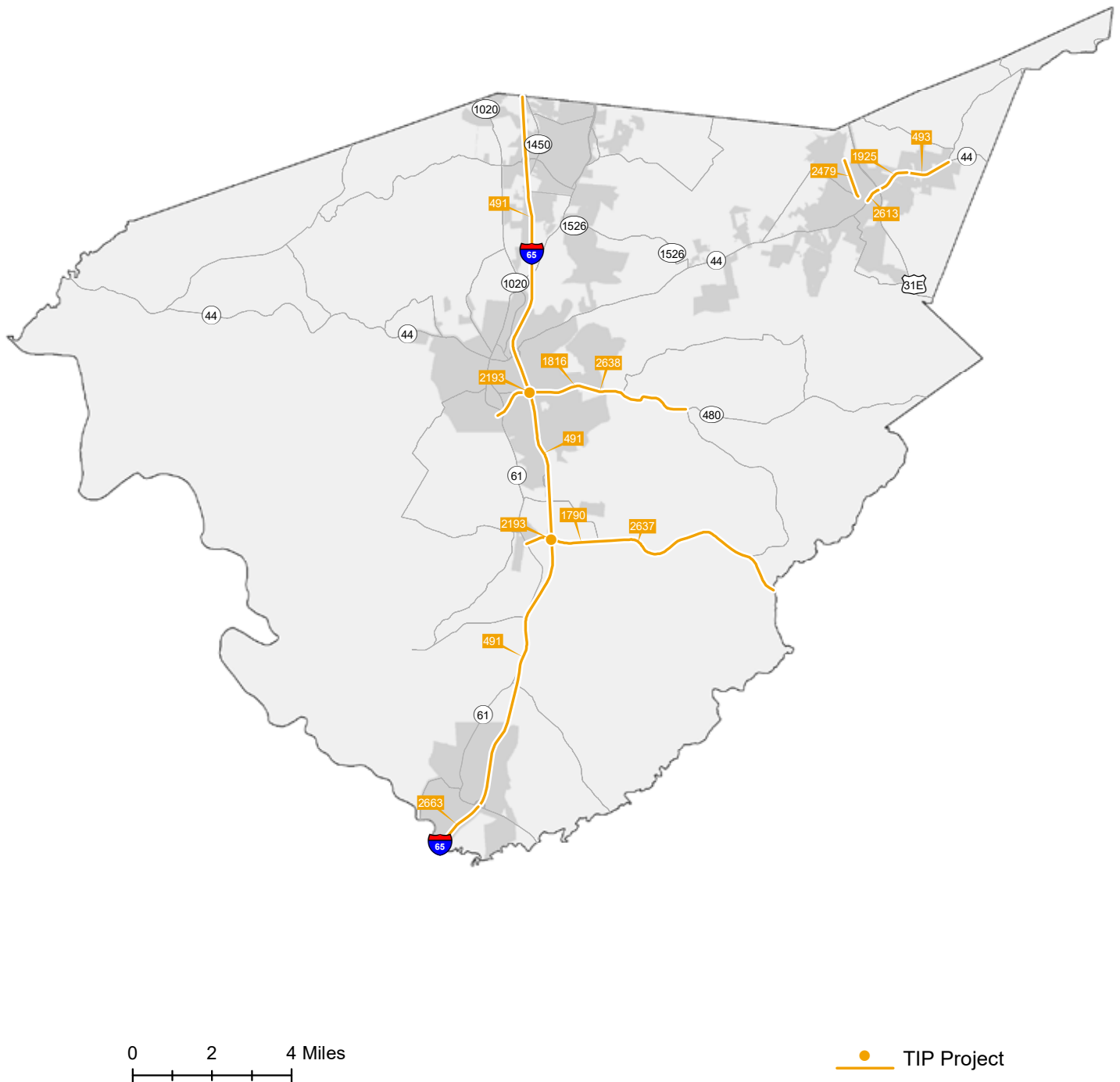
The [TIP Interactive Map](#) displays the projects and information in a searchable map to allow further exploration into the projects.

FUNDING PROGRAMS	PROJECT SPONSORS	PROJECT PHASE TYPES
Bridge	Air Pollution Control District (APCD)	Construction (C)
Congestion Mitigation Air Quality (CMAQ) *	Clark County (Clark Co.)	Design (D)
Group IV	Clarksville	Operations (Oper)
Highway Safety Improvement Program (HSIP) *	Floyd County (Floyd Co.)	Preliminary Engineering (PE)
Interstate Maintenance (IM)	Indiana Department of Transportation (INDOT)	Right of Way (ROW)
Local	Jeffersontown	Transit Capital
National Highway Performance Program (NHPP)	Kentuckiana Regional Planning and Development Agency (KIPDA)	Utilities (U)
National Highway System (NHS)	Kentucky Transportation Cabinet (KYTC)	
Railway-Highway Crossing Hazard Elimination (Rail Safety)	Louisville Metro	
Urbanized Area Formula Grants (Section 5307)	Middletown	
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Mount Washington	
Grants for Buses and Bus Facilities Formula Program (Section 5339)	New Albany	
Safe Routes to Schools (SRTS)	Oldham County (Oldham Co.)	
State	Pewee Valley	
Surface Transportation Block Grant (STBG) *	Plantation	
Transportation Alternatives (TA) *	Ports of Indiana	
Transportation Investment Generating Economic Recovery (TIGER)	Transit Authority of River City (TARC)	
	University of Louisville (Univ. of Louisville)	

*Two types: State (ST) or KIPDA (MPO)

BULLITT COUNTY

Figure 22: Bullitt County TIP Projects



PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Sponsor	
Historic Memorial Multi-Use Trail	Segment C	Construct one segment of Mount Washington's Historic Memorial Multi-Use Trail. Segment C includes the following: 1) 12' multi-use path buffered by a safety element: grass verge on the west side of Old Bardstown Road 2) 6' sidewalk; east side similar to downtown sidewalks; section terminating at existing sidewalk on Village Lane 3) ""Historic Compass Rest Plaza"" providing junction-transition between: parks, Louisville Loop & downtown 4) Safety element: traffic calming crosswalks at most intersections 5) Safety element: reduce commercial entrances to KYTC standards with curbed islands and traffic calming surfaces 6) Safety element: new traffic signals at critical intersections 7) Mitigation element: improve drainage system to eliminate road flooding and standing water (mosquito) risk and relocated drinking water line impacted by those improvements 8) Environmental element: landscaping to include pollinator friendly tree species	To improve bicycle and pedestrian transportation within Mount Washington including safety elements.	Mount Washington	
I- 65	I-65 Pavement Rehabilitation in Bullitt County	Repair and grind PCC pavement from the Hardin County line (MP 103.308) extending north to the south side of Lebanon Junction overpass (MP 104.7).	To improve and maintain existing transportation infrastructure.	KYTC	
I- 65/KY 480 Interchange		6YP Desc: Improve operational performance of the I-65/KY 480 interchange including ramp improvements and turning lanes. (12CCR) (14CCR)(2014BOP) (16CCR) From MP 0.80 to MP 1.30. CHAF ID: IP20160218	CHAF Purpose: The purpose of this project is to reduce future traffic congestion at the I-65/KY 480 (Cedar Grove Road) interchange to acceptable levels of service (i.e., A, B, C, or D) and to improve access to existing and committed businesses in the Cedar Grove Business Park and surrounding area. CHAF Need: The I-65/KY 480 southbound ramps' signalized intersection west of I-65 operates at LOS C during the AM peak travel period and LOS D during the peak PM travel period. In the 2040 design year, it is projected to operate at LOS D during the AM peak and LOS F during the PM peak, assuming that no improvements are made to the interchange. For the I-65/KY 480 northbound ramps' signalized intersection east of I-65, the 2015 AM and PM LOS of B will decline in operational performance to LOS E for the AM peak and LOS F for the PM peak in the 2040 design year.	KYTC	

	KIPDA ID	State ID	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2479	03216.00		2673	C	2020	\$80,000	\$8,000	\$88,000	TA-ST	2020
							\$80,000	\$8,000	\$88,000		
	2663	020043.00		2675	C	2020	\$10,000,000	\$0	\$10,000,000	NHS	2021
							\$10,000,000	\$0	\$10,000,000		
	2193	00391.30			C	2023	\$5,970,000	\$0	\$5,970,000	NHS	2026
							\$5,970,000	\$0	\$5,970,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Sponsor	
KY 44	Mt. Washington-Taylorsville Road	CHAF: Mt. Washington-Taylorsville Road; Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles (04CCN). CHAF ID: IP20150255. Additional Considerations: Add center turn lane.	CHAF Purpose: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road). CHAF Need: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 29 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.	KYTC	
KY 44	Section 1	CHAF: New turn lanes in front of Bullitt East High School (Breakout from 347.50) (18CCN). CHAF ID: IP20150154.	CHAF Purpose: Improve safety and reduce congestion. CHAF Need: This project is needed because of existing delays especially during the AM peak periods near the KY 44/US 31E intersection and Bullitt East High School/Old Mill Elementary School and a high crash rate from US 31E (Bardstown Road) to Parkland Trace/ Winning Colors Drive.	KYTC	
KY 44	Section 5 - From US 31EX to US 31E Bypass	Section 5 - From US 31EX to US 31E Bypass. (2008BOPC). Project length is 0.45 miles. CHAF ID: IP20150201.	The purpose of the KY 44 project is to reduce congestion, improve safety and provide for better emergency vehicle access. The 3/2012 DES (5-150.01 in Attachments) for the KY 44 corridor cited a CRF of 2.3 for this segment and projected a 2030 V/C of 1.73 and a LOS of F in the No-Build Alternative. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville.	KYTC	

	KIPDA ID	State ID	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	493	00347.50			C	2020	\$0	\$4,680,000	\$4,680,000	State	2032
							\$0	\$4,680,000	\$4,680,000		
	1925	00347.51			ROW	2020	\$0	\$100,000	\$100,000	State	2023
					U	2021	\$0	\$545,000	\$545,000	State	2023
					C	2022	\$0	\$575,000	\$575,000	State	2023
							\$0	\$1,220,000	\$1,220,000		
	2613	00150.50			ROW	2024	\$0	\$1,550,000	\$1,550,000	State	2024
					U	2024	\$0	\$550,000	\$550,000	State	2024
							\$0	\$2,100,000	\$2,100,000		

Project Name	Secondary Identifier	Description	Project Purpose	Sponsor	
KY 245		Widen KY 245 from Bernheim Forest to the Community College. (08CCN)(10CCR)(14CCR) (16CCR) From MP 4.425 to MP 6.415. CHAF ID IP20150316. Additional Considerations: Four lanes, plus turn bays are assumed from the SB I-65 Ramps to a point approximately 1.7 miles E of the I-65 Interchange.	The purpose of the KY 245 Widening Project is to provide an improved transportation facility to meet the additional traffic demand forecasted to occur and accommodate any existing or future developments, and/or tourist destinations along the corridor. KY 245 leading southward from its interchange with I-65 is the major link between I-65 and the City of Bardstown and the western entrance to the Kentucky Bourbon Trail. The area has significant institutions and tourist destinations near the interchange that attracts local traffic, visitors and travelers along I-65. Among the most important attractions are the Bernheim Arboretum, Jim Beam Distillery, The Boy Scout Camp, Bernheim Middle School and the Bullitt County Fairgrounds which hosts many events during the year. Currently the roadway is a two lane minor rural arterial. Traffic volumes increased from 9,520 ADT in 1991 to 12,800 ADT in 2007 and it is projected to grow to 17,200 ADT in 2034. A proposed Hotel development is planned on the North side of KY 245 next to I-65 interchange, which will increase current volumes. Local officials indicated the need to improve access to local institutions expected to enhance tourism and economic development. The proposed road is expected to provide a safe and efficient facility, help address future traffic demand, and generate an entry way that integrates businesses and natural areas creating a major tourist center.	KYTC	
KY 245	Nelson County Line to KY 61	Address pavement condition on KY 245 from MP 0.00 to MP 7.18.	Maintain the existing transportation network in a state of good repair.	KYTC	
KY 480		CHAF: Widen Cedar Grove Road (KY 480) from Cedar Grove Elementary School to Valley View Drive. (12CCR)(14CCR) (See 5-391.3 for interchange improvements). From: MP 2.01 to MP 2.84. CHAF ID: IP20160217. Additional Considerations: Widen from 2 to 5 lanes per KIPDA database.	CHAF Purpose: Improve capacity and safety on KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive. CHAF Need: The project is needed because the capacity of KY 480 (Cedar Grove Road) from Omega Parkway to Valley View Drive is inadequate to meet current and future traffic volumes, resulting in congestion. Current level of service and projected level of service in 2029 is LOS E for the no-build condition.	KYTC	
KY 480	KY 2237 to KY 1604	Address pavement condition on KY 480 from MP 0.00 to MP 5.14.	Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID	State ID	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1790	08509.00			C	2022	\$12,640,000	\$0	\$12,640,000	STBG-ST	2025
							\$12,640,000	\$0	\$12,640,000		
	2637	20037.00		2675	C	2023	\$1,094,000	\$0	\$1,094,000	STBG-ST	2024
							\$1,094,000	\$0	\$1,094,000		
	1816	00391.20	1490		C	2022	\$6,240,000	\$0	\$6,240,000	STBG-ST	2024
							\$6,240,000	\$0	\$6,240,000		
	2638	20036.00		2675	C	2022	\$910,000	\$0	\$910,000	STBG-ST	2023
							\$910,000	\$0	\$910,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Sponsor	
I- 65*		<p>6YP DESC: Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway).</p> <p>CHAF DESC: Reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County.</p> <p>CHAF ID: IP20170064.</p>	<p>The purpose of this project is to reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. This project is needed because the capacity of I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of I-65. This stretch of I-65 is also an important freight corridor and has a high percentage of truck volume.</p>	KYTC	
KIPDA Regional Rideshare Program - Kentucky*		<p>The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.</p>	<p>To reduce congestion, improve air quality, and promote sustainability.</p>	KIPDA	

	KIPDA ID	State ID	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	491	00550.00			PE	2020	\$250,000	\$0	\$250,000	NHS	2030
					D	2022	\$7,470,000	\$0	\$7,470,000	NHS	2030
							\$7,720,000	\$0	\$7,720,000		
	162	00384.00			Oper	2020	\$1,125,085	\$225,020	\$1,350,105	STBG-MPO	NA
					Oper	2021	\$1,158,840	\$231,770	\$1,390,610	STBG-MPO	NA
					Oper	2022	\$1,193,605	\$238,725	\$1,432,330	STBG-MPO	NA
					Oper	2023	\$1,229,415	\$245,885	\$1,475,300	STBG-MPO	NA
					Oper	2024	\$1,266,300	\$253,260	\$1,519,560	STBG-MPO	NA
					Oper	2025	\$1,304,290	\$260,86	\$1,565,150	STBG-MPO	NA
							\$7,277,535	\$1,455,520	\$8,733,055		

[illegible]

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Battery Backups*		Battery backups for traffic signals in various locations including: I-265 EB @ Grantline Road (01-022-030), I-265 WB @ Grantline Road (01-022-031), I-265 EB @ Charlestown Road (01-022-028), I-265 WB @ Charlestown Road (01-022-029), I-64 WB (Elm) @ Scribner (01-022-042), I-64 EB @ IN 64 (01-022-056), I-64 WB @ IN 64 (01-022-041), I-64 EB @ IN 135 (01-031-009), I-64 WB @ IN 135 (01-031-010), I-275 Connector @ US 50 (01-015-011), I-74 EB @ IN 229 (01-069-009), I-74 WB @ IN 229 (01-024-007), I-69 NB @ IN 45 (01-053-060), I-69 SB @ IN 45 (01-053-061), I-69 NB @ IN 48 (01-053-058), I-69 SB @ IN 48 (01-053-057), I-65 @ IN 46 (01-003-055), I-65 @ IN 58 NB (01-003-063), I-65 @ IN 58 SB (01-003-064), I-65 @ Stansifer (01-010-054), I-65 @ Veterans (01-010-051), I-65 @ Lewis and Clark (01-010-052), I-65 @ Eastern (01-010-053), I-65 NB @ Court Avenue (01-010-036), I-65 NB @ IN 60 (01-010-049), I-65 SB @ IN 60 (01-010-056), I-65 NB (10th) @ Spring (01-010-006), I-65 NB @ IN 56 (01-072-006), I-65 NB @ Whiteland Road (01-041-057), I-65 SB @ Whiteland Road (01-041-051), I-65 NB @ Worthsville Road (01-041-064), I-65 SB @ Worthsville Road (01-041-063), I-65 NB @ Main Street (01-041-039), I-65 SB @ Main Street (01-041-054), I-265 EB @ State (01-022-039), I-265 WB @ State (01-022-038)	Systemic safety project for battery backups for traffic signals at various locations in the Seymour District including Clark and Floyd counties.	INDOT	
Bean Road Section 130		Bean Road railroad crossing warning device upgrades.	Improve railroad crossing safety for the motoring public.	INDOT	
Bethany Road Phase 2		Road rehabilitation on Bethany Road, 1.33 miles northwest of IN 62 to Old IN 403 in Clark County.	To rehabilitate the roadway.	Clark Co.	
Bethany Road Phase 2 - Bridge Replacement		Bridge replacement on Bethany Road, 1.63 miles northwest of the IN 62 junction in Clark County.	To replace the existing structurally deficient bridge.	Clark Co.	
Blackiston Mill Road		Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis & Clark Parkway, including the installation of turn lanes into and out of Kroger Drive, the addition of a raised center curb, improvement of sight lines, and drainage improvements.	To increase vehicular and pedestrian safety at the intersection. Project is estimated to decrease accidents by over 50% in the improved stretch of roadway.	Clarksville	
Blackiston Mill Road Phase II		Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.	Project will improve the safety of the corridor and provide pedestrian and drainage improvements.	Clarksville	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2650	1900013		2678	C	2020	\$300,000	\$0	\$300,000	HSIP-ST	2020
							\$300,000	\$0	\$300,000		
	2655	1900369		2680	PE	2020	\$18,000	\$2,000	\$20,000	Rail Safety	2020
					C	2020	\$342,000	\$38,000	\$380,000	Rail Safety	
							\$360,000	\$40,000	\$400,000		
	2702	1702787		2676	U	2020	\$1,739,100	\$434,775	\$2,173,875	Group IV	2023
					C	2020	\$3,017,214	\$599,361	\$3,616,575	Group IV	
					C	2020	\$0	\$154,942	\$154,942	State	
							\$4,756,314	\$1,189,078	\$5,945,392		
	2703	1702788		2676	C	2020	\$0	\$154,942	\$154,94	State	2023
					C	2020	\$922,413	\$230,603	\$1,153,016	Group IV	
							\$922,413	\$385,545	\$1,307,958		
	2187	1401350			C	2020	\$1,104,000	\$276,000	\$1,380,000	STBG-MPO	2020
							\$1,104,000	\$276,000	\$1,380,000		
	2389	1700724			ROW	2020	\$349,922	\$69,984	\$419,906	STBG-MPO	2022
					C	2022	\$1,200,000	\$300,000	\$1,500,000	STBG-MPO	
							\$1,549,922	\$369,984	\$1,919,906		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Bridge Terminal Joints*		<p>"Contract to repair bridge terminal joints throughout the Seymour District.</p> <p>Bridge NBI Numbers: 008960, 021560, 021561, 027620, 027630, 034350, 034360, 034400, 034410, 034420, 034430, 034440, 034470, 034480, 034490, 034500, 034510, 034513, 034610, 034611, 034616, 034640, 034670, 034680, 034690, 034700, 034704, 034706, 034708, 034720, 034730, 034740, 034750, 049638, 049640, 049652, 049654, 049655, 049656, 049657, 049658, 070530, 070540, 070550, 070560, 070570, 070580"</p>	To repair bridge terminal joints throughout the Seymour District at various locations.	INDOT	
Bud Prather Road Section 130		Bud Prather Road railroad crossing warning device upgrades.	Improve railroad crossing safety for the motoring public.	INDOT	
Clark County Bridge Inspection		Bridge inspection of all bridges under Clark County jurisdiction.	County-wide bridge inspection for structure safety, maintenance and replacement.	Clark Co.	
Coopers Lane Railroad Grade Crossing		Railroad crossing warning device upgrade to train activated flashing lights with gates at Coopers Lane and US 31 at LIRC RR near Cementville.	To reduce crossing crash risk and add constant warning time train detection circuitry.	INDOT	
Coopers Lane Section 130		Coopers Lane railroad crossing warning device upgrades.	Improve railroad crossing safety for the motoring public.	INDOT	
CR 403 and Stacy Road Intersection Improvements		Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.	Clark Co.	
Curve Sign and Visibility Markings in Clark and Floyd Counties*		Curve sign and marking visibility improvements in the Seymour District at multiple locations including Clark and Floyd counties.	Seymour District Systemic Safety project for FY 2021 (Curve Sign Visibility marking).	INDOT	
East Utica Street Section 130		East Utica Street railroad crossing warning device upgrades.	Improve railroad crossing safety for the motoring public.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2666	1901448		2676	C	2020	\$3,694,292	\$923,573	\$4,617,865	NHPP	2020
							\$3,694,292	\$923,573	\$4,617,865		
	2656	1900376		2680	PE	2020	\$18,000	\$2,000	\$20,000	Rail Safety	2020
					C	2020	\$342,000	\$38,000	\$380,000	Rail Safety	
							\$360,000	\$40,000	\$400,000		
	2418	1500201		2680	PE	2020	\$118,371	\$29,593	\$147,964	Bridge	NA
					PE	2021	\$3,480	\$870	\$4,350	Bridge	
							\$121,851	\$30,463	\$152,314		
	2550	1801287		2680	C	2020	\$311,850	\$34,650	\$346,500	Rail Safety	2020
					PE	2020	\$34,650	\$3,850	\$38,500	Rail Safety	
							\$346,500	\$38,500	\$385,000		
	2657	1801287		2680	C	2020	\$342,000	\$38,000	\$380,000	Rail Safety	2020
							\$342,000	\$38,000	\$380,000		
	2549	1802805		2680	D	2020	\$283,500	\$31,500	\$315,000	HSIP-MPO	2024
					ROW	2022	\$82,500	\$9,167	\$91,667	HSIP-MPO	
					U	2023	\$108,000	\$12,000	\$120,000	HSIP-MPO	
					C	2024	\$1,923,750	\$213,750	\$2,137,500	HSIP-MPO	
							\$2,397,750	\$266,417	\$2,664,167		
	2551	1801312		2680	PE	2020	\$45,000	\$5,000	\$50,000	HSIP-ST	2021
					C	2021	\$280,824	\$31,203	\$312,027	HSIP-ST	
							\$325,824	\$36,203	\$362,027		
	2658	1900375		2680	C	2020	\$360,000	\$40,000	\$400,000	Rail Safety	2020
							\$360,000	\$40,000	\$400,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Hazard Elimination Program for Existing Roads and Streets*	HELPERS Program	The Indiana Local Technical Assistance Program (LTAP) Office under agreement with Indiana Department of Transportation (INDOT) operates a roadway safety assistance program titled Hazard Elimination Program for Existing Roads and Streets (HELPERS).	The HELPERS program provides instruction to all local agencies on traffic safety best practices, provides advice regarding HSIP project eligibility requirements and maintains qualified listing of individuals trained to conduct Road Safety Audits. The HELPERS Program also provides crash data analysis support and advises rural roadway agencies with the goal of reducing the risk of fatal and serious injury crashes on local public roadways.	INDOT	
Heavy Haul Transportation Corridor		Construction of a new 2 lane road from the Port of Indiana to I-265, and construction of a 3 lane road from the I-265/Old Salem Road interchange through River Ridge to IN 62. The project will also identify a direct railroad route from the Port of Indiana to River Ridge.	The Heavy Haul Road provides direct access to IN 265 from both the Port of Indiana and River Ridge and also direct access between the Port of Indiana and River Ridge which will alleviate the mixing of truck and passenger vehicles on IN 62 and Port Road by reducing the amount of trucks in the future. The future railroad will provide a direct connection between the Port of Indiana and River Ridge and also give better connectivity to two Class I railroads.	INDOT	
Heavy Haul Transportation Corridor		Construction of a new bridge on the Heavy Haul Transportation Corridor which is a 2 lane road from the Port of Indiana to IN 265, and construction of a 3 lane road from the IN 265/Old Salem Road interchange through River Ridge to IN 62.	The bridge is to be part of the Heavy Haul Road which provides direct access to IN 265 from both the Port of Indiana and River Ridge and also direct access between the Port of Indiana and River Ridge which will alleviate the mixing of truck and passenger vehicles on IN 62 and Port Road by reducing the amount of trucks in the future. Each bridge has to have it's own des number associated with it in order to track in the bridge maintenance system. The future railroad will provide a direct connection between the Port of Indiana and River Ridge and also give better connectivity to two Class I railroads.	INDOT	
I- 65		Small structure replacement with bridge on I-65, 0.15 miles south of IN 311.	Maintenance of existing interstate bridges.	INDOT	
I- 65		Replace superstructure on I-65, 2.68 miles south of IN 160 over Blue Lick Creek WBL.	Superstructure replacement.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2660	1900554		2680	PE	2020	\$1,039,144	\$115,460	\$1,154,604	HSIP-ST	2020
							\$1,039,144	\$115,460	\$1,154,604		
	2119	1382612			PE	2020	\$271,556	\$0	\$271,556	SMFR	2022
					PE	2020	\$100,624	\$0	\$100,624	STBG-ST	
					ROW	2020	\$804,036	\$0	\$804,036	STBG-ST	
					ROW	2020	\$201,009	\$0	\$201,009	SMFR	
					ROW	2020	\$0	\$1,889,644	\$1,889,644	Local	
					U	2020	\$0	\$108,042	\$108,042	Local	
					U	2020	\$356,000	\$0	\$356,000	STBG-ST	
					U	2020	\$89,000	\$0	\$89,000	SMFR	
					C	2020	\$3,000,000	\$0	\$3,000,000	Group III	
					C	2020	\$0	\$468,221	\$468,221	Local	
					C	2020	\$3,490,134	\$0	\$3,490,134	STBG-ST	
					C	2020	\$702,245	\$0	\$702,245	SMFR	
							\$9,014,604	\$2,465,907	\$11,480,511		
	2665	1702513	2119		C	2020	\$0	\$848,600	\$848,600	Local	2021
					C	2020	\$2,715,520	\$678,880	\$3,394,400	STBG-ST	
							\$2,715,520	\$1,527,480	\$4,243,000		
	2397	1600716		2676	PE	2020	\$10,890	\$1,210	\$12,100	NHPP	2022
					ROW	2020	\$40,500	\$4,500	\$45,000	NHPP	
					PE	2022	\$67,500	\$7,500	\$75,000	NHPP	
					C	2022	\$4,321,672	\$480,186	\$4,801,858	NHPP	
							\$4,440,562	\$493,396	\$4,933,958		
	2492	1600750		2676	PE	2020	\$225,000	\$25,000	\$250,000	NHPP	2024
					U	2022	\$22,500	\$2,500	\$25,000	NHPP	
					PE	2024	\$67,500	\$7,500	\$75,000	NHPP	
					C	2024	\$2,018,250	\$224,250	\$2,242,500	NHPP	
							\$2,333,250	\$259,250	\$2,592,500		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 65		Replace superstructure on I-65, 2.68 miles south of IN 160 over Blue Lick Creek NBL.	Superstructure replacement.	INDOT	
I- 65 Bridge Deck Replacement		Bridge deck replacement on I-65, 01.81 mile south of IN 160 over Caney Fork South Bound lane.	Bridge deck replacement project on I-65 in Clark County.	INDOT	
I- 65 Bridge Rehab		District bridge rehabilitation on Ebenezer Church Road over I-65 in Clark County.	Substructure repair and rehab of bridge on Ebenezer Church Road over I-65 in Clark County.	INDOT	
I- 65 Replace Superstructure		Replace superstructure on I-65, 01.81 miles south of IN 160 over Caney Fork North Bound Lane.	Replace superstructure on I-65 in Clark County.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2493	1600744		2676	PE	2020	\$251,640	\$27,960	\$279,600	NHPP	2024
					U	2022	\$22,500	\$2,500	\$25,000	NHPP	
					PE	2024	\$67,500	\$7,500	\$75,000	NHPP	
					C	2024	\$2,018,250	\$224,250	\$2,242,500	NHPP	
							\$2,359,890	\$262,210	\$2,622,100		
	2588	1600733		2676	PE	2020	\$198,000	\$22,000	\$220,000	NHPP	2024
					ROW	2022	\$22,500	\$2,500	\$25,000	NHPP	
					C	2024	\$1,822,397	\$202,489	\$2,024,886	NHPP	
							\$2,042,897	\$226,989	\$2,269,886		
	2717	1900636		2676	PE	2020	\$45,000	\$5,000	\$50,000	IM	2021
					C	2021	\$201,804	\$22,423	\$224,227	IM	
							\$246,804	\$27,423	\$274,227		
	2587	1600729		2676	PE	2020	\$198,000	\$22,000	\$220,000	NHPP	2024
					ROW	2022	\$22,500	\$2,500	\$25,000	NHPP	
					C	2024	\$1,914,233	\$212,693	\$2,126,926	NHPP	
							\$2,134,733	\$237,193	\$2,371,926		

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 65 Road Reconstruction		Upgraded to added travel lanes I-65 from RP 19+0.995 to RP 28+0.883 is a composite pavement section, and is exhibiting severe stripping in the HMA layers beneath the surface. During the last construction contract (RS-37549), the centerline and edgelines were patched to the top of concrete to mitigate severe joint deterioration. Unfortunately, these partial depth patches effectively created a dam in the stripped layers, forcing water to come up through the new surface under traffic loading. 71 wet spots have been inventoried and are creating a safety hazard, especially during the winter months, when the water turns to ice. Additionally, questionable subgrade conditions were discovered under the last contract on the southern portion of the job from 16+0.417 to RP 19+0.995 (R-33813) demonstrating yet another water issue. Given these observations, it is likely that the existing underdrains are not performing as intended. 3 pavement drains were installed as experimental features on October 26, 2017 in the driving lane between Scottsburg and Henryville. These consisted of 2.5" wide trenches that were milled to the top of the underlying concrete (approx. 8" depth) and backfilled with permeable concrete. 1" PVC drains were also installed at the HMA/ concrete interface to facilitate drainage. During the installation of the drains, stripped aggregate was observed beneath the surface and water flowed out of the HMA layers at a fairly substantial rate. These drains were considered a success, at least temporarily, since the water that was permeating to the surface was eliminated. Thus, the safety was improved especially during the winter months when freezing occurs. However, during this field work, the concerns of stripping were validated leaving the element of time as the unknown variable before substantial pavement distress occurs. Traffic will be maintained utilizing a 3/1 configuration to maintain 2 lanes in each direction throughout construction, with all ramps remaining open. Restricting the length allowed between crossovers is being considered. Project length is 7.25 miles in Clark County.	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.	INDOT	
I- 65 St. Joe Road Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge deck overlay on I-65, 01.12 miles north of IN 311 under St. Joe Road.	Bridge deck overlay	INDOT	
I-265		Bridge deck replacement on I-265, 02.50 miles east of IN 311 EB ramp/65 NB and I-65.	Bridge deck replacement.	INDOT	
I-265*		HMA overlay on I-265 from I-64 to 0.36 miles west of I-65.	District pavement project on I-265.	INDOT	

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I-265		Bridge deck replacement on I-265, 00.89 miles west of I-65 at Admore Lane, Silver Creek WB.	Bridge deck replacement,	INDOT	
IN 3 HMA Overlay Minor Structural		District pavement project, with HMA overlay, minor structural on IN 3, 2.74 miles north of IN 62 to IN 356.	HMA overlay project, minor structural on IN 3 in Clark and Scott Counties.	INDOT	
IN 160		Construct surface treatment ultrathin bonded course on IN 160, from 0.55 miles west of I-65 to US 31.	Maintenance of existing roadway.	INDOT	
IN 160 Small Structure		District small structure replacement on IN 160, east of IN 60 at Clark/Scott County Line.	Small structure replacement on IN 160 in Clark County.	INDOT	
IN 60		Pipe lining on IN 60, 0.87 miles east of IN 111.	Pipe lining on IN 60 would not require closure of the road and cost and score were a favorable option to a box culvert replacement.	INDOT	
IN 60		Small structure pipe lining on IN 60, 0.47 miles east of IN 111.	The purpose of this project is to line a CMP structure that has the flow line that is rusted through in locations. Because the structure is under 10 feet of fill and is 6 feet in diameter, this is the most economic way to rehabilitate the structure. The AADT is high, but with a liner, the disturbance to traffic would be minimal, saving a substantial amount of money. By lining this structure, we will gain condition points for the culvert along with gaining useful service life for CIPP liner (estimated 25-50 years).	INDOT	
IN 60		Bridge replacement on IN 60, 04.21 miles west of IN 111 at Moneys Branch.	Bridge replacement, concrete.	INDOT	
IN 62		Road resurface on IN 62 from IN 265 to 0.15 miles north of IN 3.	HMA overlay, preventive maintenance.	INDOT	
IN 62 Slide Correction		Correct an embankment slide along the north side of IN 62, east of Charlestown and approximately 3 miles east of IN 3, (just east of Fourteenmile Creek) in Clark County.	To arrest a slide condition (erosion control) in Clark County to prevent further damage to the roadway on IN	INDOT	
IN 160 Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge thin deck overlay located on IN 160 located 0.54 miles west of US 31 over I-65.	Bridge thin deck overlay	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2501	1701093		2676	C	2023	\$3,168,380	\$352,042	\$3,520,422	NHPP	2023
							\$3,168,380	\$352,042	\$3,520,422		
	2591	1800372		2676	PE	2020	\$192,000	\$48,000	\$240,000	STBG-ST	2023
					C	2023	\$4,982,727	\$1,245,682	\$6,228,409	STBG-ST	
							\$5,174,727	\$1,293,682	\$6,468,409		
	2313	1401840		2676	C	2020	\$1,492,800	\$373,200	\$1,866,000	STBG-ST	2020
							\$1,492,800	\$373,200	\$1,866,000		
	2590	1801026		2676	PE	2020	\$130,400	\$32,600	\$163,000	STBG-ST	2023
					ROW	2021	\$8,000	\$2,000	\$10,000	STBG-ST	
					PE	2023	\$3,840	\$960	\$4,800	STBG-ST	
					C	2023	\$155,156	\$38,789	\$193,945	STBG-ST	
							\$297,396	\$74,349	\$371,745		
	2340	1600679		2676	ROW	2020	\$24,000	\$6,000	\$30,000	STBG-ST	2021
					PE	2021	\$72,000	\$18,000	\$90,000	STBG-ST	
					PE	2021	\$60,000	\$15,000	\$75,000	STBG-ST	
					C	2021	\$158,989	\$39,747	\$198,736	STBG-ST	
							\$314,989	\$78,747	\$393,736		
	2406	1600675		2676	ROW	2020	\$24,000	\$6,000	\$30,000	STBG-ST	2021
					PE	2021	\$16,000	\$4,000	\$20,000	STBG-ST	
					PE	2021	\$20,000	\$5,000	\$25,000	STBG-ST	
					C	2021	\$239,364	\$59,841	\$299,205	STBG-ST	
							\$299,364	\$74,841	\$374,205		
	2485	1701449		2676	ROW	2021	\$8,000	\$2,000	\$10,000	STBG-ST	2022
					PE	2022	\$40,000	\$10,000	\$50,000	STBG-ST	
					C	2022	\$556,737	\$139,184	\$695,921	STBG-ST	
							\$604,737	\$151,184	\$755,921		
	2497	1592995		2676	C	2020	\$3,519,996	\$879,999	\$4,399,995	STBG-ST	2020
							\$3,519,996	\$879,999	\$4,399,995		
	2617	1801686		2676	C	2023	\$227,046	\$56,762	\$283,808	STBG-ST	2023
							\$227,046	\$56,762	\$283,808		
	2518	1800736		2676	PE	2020	\$64,000	\$16,000	\$80,000	STBG-ST	2021
					C	2021	\$596,997	\$149,249	\$746,246	STBG-ST	
							\$660,997	\$165,249	\$826,246		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
IN 265		Install new guardrail on IN 265 in Clark County at RP 0+0.21 to 0+0.295. Location is Just west of I-64 to just east of the I-265 Ramp WB over I-265 ramp EB.	Install new guardrail at various locations in Scott and Clark Counties. To prevent drivers from performing median u-turns at an unsafe, unpaved area.	INDOT	
IN 265 Cable Rail Barriers		Install new cable rail barriers on IN 265 in Clark County at RP 7+0.35 to 7+0.76 and RP 7+0.936 to 8+0.564. Second location is Coopers Lane to just before the bridge at CSX railroad.	Improve safety along IN 265 by installing cable rail barriers.	INDOT	
Industrial Boulevard Section 130		Industrial Boulevard railroad crossing warning device upgrades.	Improve railroad crossing safety for the motoring public.	INDOT	
Jeffersonville 9th Street/Clarksville Montgomery Avenue Multimodal Connection		Design and construction of multimodal connection between Jeffersonville and Clarksville's Arts Districts, underneath I-65 along Montgomery Avenue and 9th Street. The design will include new sidewalks, bicycle paths, lighting, and other aesthetic amenities. Project length is 0.64 miles.	The construction of I-65 has created a significant barrier to community connectivity between Jeffersonville and Clarksville in the Southern Indiana region. In an effort to recreate the connectivity once enjoyed by this area, both communities intend to partner in order to provide a safe, attractive bicycle and pedestrian connection for residents in each community. There are very few alternative transportation options available connecting these two communities, due to restrictions created by the interstate corridor. Citizens and visitors will have a safe route provided to them to cross between communities and Arts and Cultural Districts without using motorized transportation. In conjunction with other projects that Jeffersonville and Clarksville are undertaking, this improvement will provide an additional path to the Ohio River Greenway.	Clarksville	
Kentuckiana Air Education 2020*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2021*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2022*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2720	1901966		2680	PE C	2020 2022	\$36,000 \$473,916	\$4,000 \$52,657	\$40,000 \$526,573	HSIP-ST HSIP-ST	2022
							\$509,916	\$56,657	\$570,617		
	2721	1901968		2680	PE C	2020 2022	\$45,000 \$90,000	\$5,000 \$10,000	\$50,000 \$100,000	HSIP-ST HSIP-ST	2022
							\$135,000	\$15,000	\$150,000		
	2659	1900374		2680	PE C	2020 2020	\$18,000 \$342,000	\$2,000 \$38,000	\$20,000 \$380,000	Rail Safety Rail Safety	2020
							\$360,000	\$40,000	\$400,000		
	2541	0801597			ROW C	2021 2023	\$36,615 \$688,981	\$7,323 \$909,083	\$43,938 \$1,598,064	TA-MPO TA-MPO	2023
							\$725,596	\$916,406	\$1,642,002		
	2373	1900822	370		Oper	2020	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2020
							\$200,000	\$50,000	\$250,000		
	2374	1600642	370		Oper	2021	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2021
							\$200,000	\$50,000	\$250,000		
	2724	1600642	370		Oper	2022	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2022
							\$200,000	\$50,000	\$250,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Kentuckiana Air Education 2023*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2024*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2025*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
KIPDA Regional Rideshare Program - Indiana FY 2020*		The KIPDA Regional Rideshare program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2021*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2022*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2023*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2725	1600642	370		Oper	2023	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2023
							\$200,000	\$50,000	\$250,000		
	2726	1600642	370		Oper	2024	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2024
							\$200,000	\$50,000	\$250,000		
	2727	1600642		2672	Oper	2025	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2025
							\$200,000	\$50,000	\$250,000		
	2376	1900822	56		Oper	2020	\$127,000	\$31,750	\$158,750	STBG-MPO	2020
							\$127,000	\$31,750	\$158,750		
	2377	1600642	56		Oper	2021	\$127,000	\$31,750	\$158,750	STBG-MPO	2021
							\$127,000	\$31,750	\$158,750		
	2728		56		Oper	2022	\$127,000	\$31,750	\$158,750	STBG-MPO	2022
							\$127,000	\$31,750	\$158,750		
	2729		56		Oper	2023	\$127,000	\$31,75	\$158,750	STBG-MPO	2023
							\$127,000	\$31,750	\$158,750.		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KIPDA Regional Rideshare Program - Indiana FY 2024*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2025*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
Pedestrian Improvements at Bowne and Eastern Boulevards		Construction of a new pedestrian signal and crossing at the intersection of Bowne Boulevard and Eastern Boulevard. Crossing will include a solar HAWK Beacon system with six (6) signal heads, yield signs, pedestrian push buttons and new crosswalks.	Since the improvements along Eastern Boulevard, the Town has noticed increased pedestrian traffic along the corridor. This is great news for the community and area; however, the increase was unexpected at this particular location and has caused several near misses between pedestrians and vehicles. This crossing is approximately 700 feet from the nearest crossing to the north and south. Residents from the surrounding neighborhoods primarily utilize it to access commercial areas along Eastern Boulevard. Completion of this project will result in a safe crossing point for the area.	Clarksville	
Port of Indiana Truck-to-Rail and Rail-to-Water Improvements		Completion of a waterfront rail loop, construction of a rail-to-barge transfer facility with mini-rail loop, extension of rail within the existing port boundaries, construction of an additional rail siding adjacent to the existing rail yard that will allow rail carriers to deliver a 90 car unit train to the port, and construction of a 3 acre truck-to-rail paved intermodal yard. All projects are proposed to be constructed within the existing port boundary.	The purposes of the project are to improve efficiency of rail operations along the Port of Indiana - Jeffersonville waterfront, provide the ability to accommodate delivery of a 90 car unit train, allow the transfer of cargo efficiently between rail cars and trucks, and increase the Port of Indiana - Jeffersonville's bulk commodity capacity by providing a direct rail-to-water facility to help the port meet increasing global demand for agricultural commodities and other bulk materials.	Ports of Indiana	
Raised Pavement Markings*		Raised pavement markings in various locations throughout the Seymour District.	Various roads throughout the Seymour District have buried Raised Pavement Markings due to chip sealing that have not previously been replaced. These will be replaced as needed.	INDOT	
Raised Pavement Markings at Various Locations*		Raised pavement markings in various locations throughout the Seymour District including Floyd and Clark Counties.	Raised pavement markings.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2730		56		Oper	2024	\$127,000	\$31,750	\$158,750	STBG-MPO	2024
							\$127,000	\$31,750	\$158,750		
	2731		56		Oper	2025	\$127,000	\$31,750	\$158,750	STBG-MPO	2025
							\$127,000	\$31,750	\$158,750		
	2529	1801595		2680	C	2020	\$92,446	\$10,272	\$102,718	HSIP-MPO	2020
							\$92,446	\$10,272	\$102,718		
	2231				C	2020	\$1,618,213	\$931,787	\$2,550,000	TIGER	2020
							\$1,618,213	\$931,787	\$2,550,000		
	2723	1902018		2680	C	2022	\$405,000	\$45,000	\$450,000	HSIP-ST	2022
							\$405,000	\$45,000	\$450,000		
	2552	1801392		2680	C	2021	\$387,000	\$43,000	\$430,000	HSIP-ST	2021
							\$387,000	\$43,000.	\$430,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Replacement of Bridge 51*		Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.	Floyd Co.	
Riverside Drive		Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.	Clarksville	
Salem-Nobel Road		Reconstruct Salem-Nobel Road as a 2 lane (no additional lanes) road from IN 62 to IN 403.	Road improvements to make road safe; horizontal and vertical alignment. The area is rural in nature with residential and commercial subdivisions springing up along the route. The terrain is rolling to steep in some areas with trees lining the road, which creates a safety hazard for the traveling public. There is also a sharp "S" curve within the project limits with very limited visibility and substandard geometry.	Clark Co.	
Salem-Noble Road		Reconstruct bridge on Salem-Noble Road. Part of roadway reconstruction from IN 62 to IN 403.	Road improvements to make road safe; horizontal and vertical alignment. The area is rural in nature with residential and commercial subdivisions springing up along the route. The terrain is rolling to steep in some areas with trees lining the road, which creates a safety hazard for the traveling public. There is also a sharp "S" curve within the project limits with very limited visibility and substandard geometry.	Clark Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1558	1700788		2676	PE	2020	\$404,420	\$101,105	\$505,525	STBG-MPO	2023
					ROW	2021	\$850,000	\$170,000	\$1,020,000	STBG-MPO	
					C	2023	\$3,500,000	\$700,000	\$4,200,000	STBG-MPO	
							\$4,754,420	\$971,105	\$5,725,525		
	2393	1700725			ROW	2021	\$2,310,366	\$577,592	\$2,887,958	STBG-MPO	2024
					C	2024	\$1,733,231	\$2,191,676	\$3,924,907	STBG-MPO	
							\$4,043,597	\$2,769,268	\$6,812,865		
	539	0400935			C	2021	\$0	\$400,000	\$400,000	Local	2021
							\$0	\$400,000	\$400,000		
	1549	0500173	539		C	2021	\$0	\$316,500	\$316,500	Local	2021
							\$0	\$316,500	\$316,500		

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Signing on Various Routes in Floyd and Clark Counties*		<p>Curve sign and visibility marking improvements in various counties in the Seymour District including Clark and Floyd Counties.</p> <p>Total signs needed: Clark 10 EB 25 - Need to change 30 mph to a 25 mph; Clark 10 WB 25 - Need to change 30 mph to a 25 mph; Clark 10 EB/WB W1-8 - Install 3 chevrons each direction at 120 ft spacing; Clark 10 EB/WB W1-9 - Install 2 chevrons each direction at 120 ft spacing; Clark 10 EB 25 - Need to change 30 mph to a 25 mph; Clark 10 WB 25 - Need to change 30 mph to a 25 mph; Clark 10 EB/WB W1-6 - Need to add 1 large arrow both directions; Clark 10 EB/WB W1-8 - Install 7 chevrons each direction at 120 ft spacing; Clark 10 EB 30 - Need to change 35 mph to a 30 mph; Clark 10 WB 30 - Need to change 35 mph to a 30 mph; Clark 10 EB/WB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Clark 10 EB 35 - Need to add a 35 mph plaque; Clark 10 WB 35 - Need to add a 35 mph plaque; Clark 10 EB - Need to add a 35 mph plaque; Clark 10 WB - Need to add a 35 mph plaque; Clark 10 EB - No changes needed; Clark 10 WB - No changes needed.</p> <p>Total signs needed: Floyd 22 NB W1-3 (R) 35 - Need to change W1-4 (R) to a W1-3 (R) and change the 45 mph to a 35 mph plaque; Floyd 22 SB W1-3 (R) 35 - Need to change W1-4 (L) to a W1-3 (L) and change the 45 mph to a 35 mph plaque; Floyd 22 NB/SB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Floyd 22 NB W1-1(L) 35 - Need to change W1-2 (L) to a W1-1 (L) and change the 40 mph to a 35 mph plaque; Floyd 22 SB W1-1 (R) 35 - Need to change W1-2 (R) to a W1-1 (R) and change the 40 mph to a 35 mph plaque; Floyd 22 NB/SB W1-8 - Install 3 chevrons each direction at 120 ft spacing; Floyd 22 NB W1-1 (R) - Need to change W1-2 (R) to a W1-1; Floyd 22 SB W1-1(L) - Need to change W1-2 (L) to a W1-1 (L) and change the 35 mph to a 30 mph plaque; Floyd 22 NB/SB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Floyd 22 NB - No changes needed; Floyd 22 SB - No changes needed; Floyd 22 NB/SB W1-6 - Need to add 1 large arrow both directions.</p>	Signing project in various counties and locations throughout the Seymour District.	INDOT	
Statewide On Call Consultant Review*		Statewide on call consultant review, includes various road and bridge projects.	Selected consultants are given review assignments to various statewide projects for both road and bridge projects to verify that they meet current design standard and policies.	INDOT	

[illegible]

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Cross River Connectors		Implementation of 2 routes to improve cross river mobility over the Kennedy/Lincoln bridges and the Lewis and Clark Bridge to provide access to jobs between Louisville Metro and River Ridge Commerce Center in Southern Indiana. Funding for service begins in FY 2019.	To provide transit service to major destination points from western Louisville to River Ridge Commerce Center and from eastern Jefferson County to River Ridge Commerce Center.	TARC	
Traffic Signals on US 31		Traffic signal modernization on US 31 at IN 60/ Bean Road near Sellersburg.	Traffic Signal Modernization on US 31 at IN 60/Bean Road near Sellersburg which will be coordinated with a highway rail safety project to upgrade the railroad crossing on Bean Road just east of the intersection of US 31 and IN 60/ Bean Road.	INDOT	
US 31		Bridge rehabilitation project of bridge deck overlay on US 31, 0.68 mile north of IN 403 over Muddy Fork and Country Road.	Bridge deck overlay	INDOT	
US 31		Construct a bridge deck overlay on US 31, 1.94 miles south of IN 160 over Caney Fork.	Bridge deck overlay.	INDOT	
US 31		Pavement replacement on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60.	Pavement replacement.	INDOT	
US 31 at Wolf Run		Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.	Bridge replacement, concrete.	INDOT	
US 31 Intersection Improvement		There is a pattern of rear-end crashes with a railroad running parallel to US 31. When a train is crossing Bud Prather Rd (east approach), there is not a large amount of room to store vehicles and a southbound vehicle may not have a safe storage place. Project length is 0.08 miles.	The intent of this project is to improve the safety of the intersection and reduce the frequency and severity of crashes that occur by constructing left-turn lanes on US 31.	INDOT	
US 31 Replace Superstructure		Bridge superstructure replacement on US 31, 02.89 miles south of IN 160, US 31 @ Blue Lick Creek.	Bridge rehabilitation on US 31, superstructure replacement.	INDOT	
Various Interstates Raised Pavement Markings*		Raised Pavement markings in various locations in Seymour District. These locations could include but are not limited to I-65, I-265, I-64, US-31 (Clark and Floyd Counties) and also I-74, I-275, and if funding remains, IN 67.	Seymour District Safety Project which is refurbishing Raised pavement markings in various locations through the Seymour District.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2408	1801625			Oper	2020	\$800,000	\$200,000	\$1,000,000	CMAQ-MPO	2020
					Oper	2021	\$800,000	\$200,000	\$1,000,000	CMAQ-MPO	
							\$1,600,000	\$400,000	\$2,000,000		
	2716	1902011		2678	C	2020	\$103,500	\$11,500	\$115,000	Rail Safety	2020
							\$103,500	\$11,500	\$115,000		
	2285	1593200		2676	C	2020	\$496,800	\$124,200	\$621,000	NHS	2020
							\$496,800	\$124,200	\$621,000		
	2314	1593192		2676	C	2021	\$582,437	\$145,609	\$728,046	STBG-ST	2021
							\$582,437	\$145,609	\$728,046		
	2487	1700111		2676	PE	2020	\$133,600	\$33,400	\$167,000	STBG-ST	2022
					ROW	2021	\$240,000	\$60,000	\$300,000	STBG-ST	
					PE	2022	\$8,000	\$2,000	\$10,000	STBG-ST	
					U	2022	\$160,000	\$40,000	\$200,000	STBG-ST	
					C	2022	\$3,821,622	\$955,405	\$4,777,027	STBG-ST	
							\$4,363,222	\$1,090,805	\$5,454,027		
	2722	1900343		2676	ROW	2022	\$40,000	\$10,000	\$50,000	STBG-ST	2024
					PE	2024	\$88,000	\$22,000	\$110,000	STBG-ST	
					C	2024	\$1,316,470	\$329,117	\$1,645,587	STBG-ST	
							\$1,444,470	\$361,117	\$1,805,587		
	2618	1800375			ROW	2021	\$40,000	\$10,000	\$50,000	HSIP-ST	2023
					C	2022	\$240,000	\$60,000	\$300,000	HSIP-ST	
					C	2023	\$689,375	\$172,344	\$861,719	HSIP-ST	
							\$969,375	\$242,344	\$1,211,719		
	2719	1802996		2676	PE	2020	\$280,000	\$70,000	\$350,000	STBG-ST	2024
					ROW	2022	\$40,000	\$10,000	\$50,000	STBG-ST	
					PE	2024	\$80,000	\$20,000	\$100,000	STBG-ST	
					C	2024	\$950,570	\$237,642	\$1,188,212	STBG-ST	
							\$1,350,570	\$337,642	\$1,688,212		
	2507	1700313		2680	C	2020	\$270,000	\$30,000	\$300,000	HSIP-ST	2020
							\$270,000	\$30,000	\$300,000		

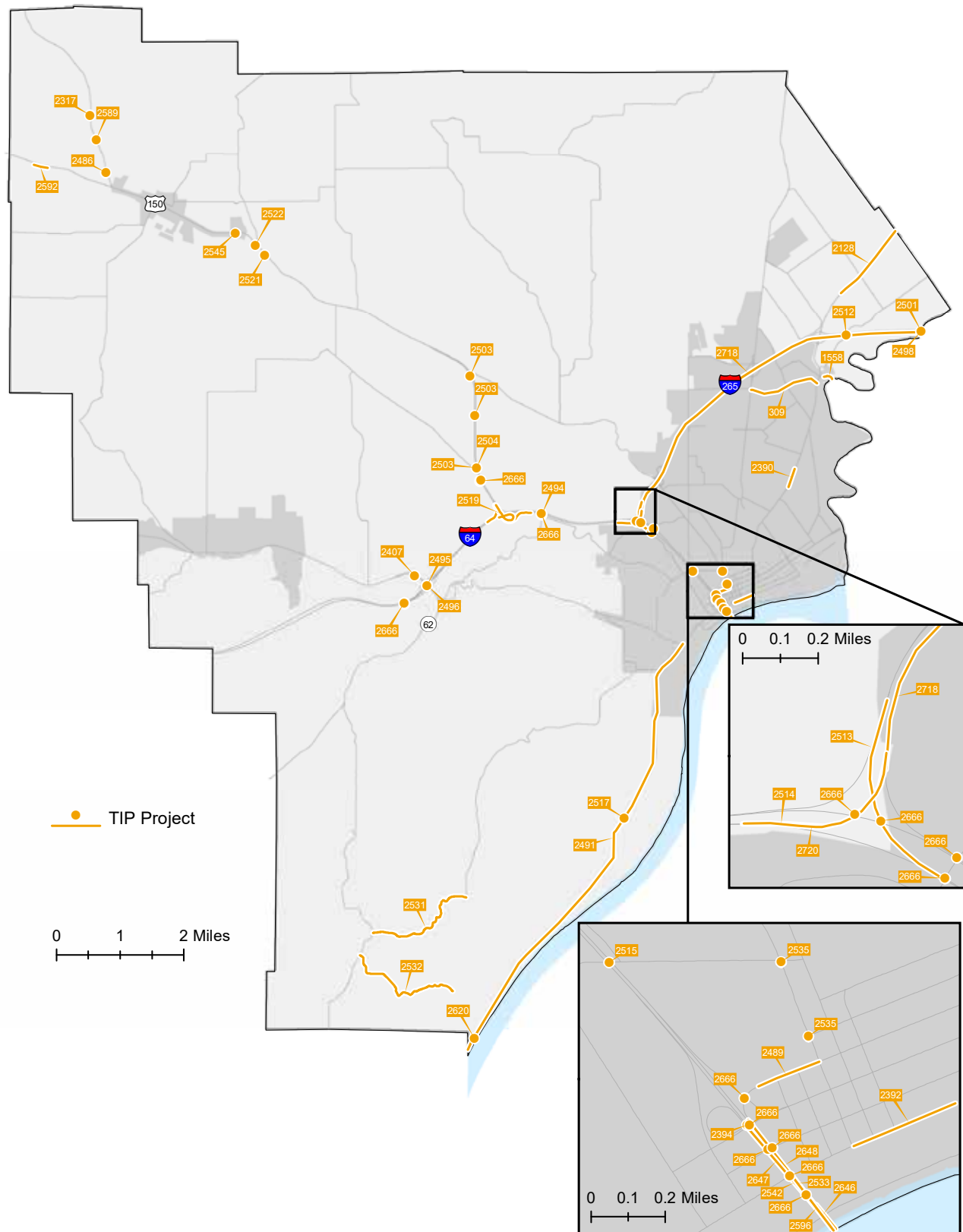
PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Various Locations in Seymour District*		Bridge maintenance and repair work under a new IDIQ contract (Indefinite Delivery, Indefinite Quantity).	Bridge maintenance and repair work at various locations throughout the Seymour District. Locations will be determined on an as needed basis.	INDOT	
Various Traffic Signal Visibility Improvements		Traffic signal visibility improvements at various locations including: US 31 at Charlestown/New Albany Pike; US 31 at IN 403; US 31 at Old IN 60; US 31 at IN 60/Bean; IN 60 at Old IN 111/IN 60; and IN 62 at Salem Noble Road.	Traffic signal visibility project consisting of battery backups at six locations in Clark County.	INDOT	
Various Traffic Signals*		Traffic signals, new or modernized at various locations in Clark and Floyd Counties, including US 31 and Charlestown/New Albany Pike; US 31 and CR 403; US 150 and Lawrence Banet Road/Old Vincennes Road West; US 150 and Paoli Pike; and US 150 and Luther Road.	Traffic signal modernizations in Clark and Floyd Counties.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2595	1801948		2676	C	2020	\$800,000	\$200,000	\$1,000,000	STBG-ST	2020
							\$800,000	\$200,000	\$1,000,000		
	2504	1702224		2678	C	2020	\$889,200	\$98,800	\$988,000	HSIP-ST	2020
							\$889,200	\$98,800	\$988,000		
	2503	1700314		2678	PE	2020	\$16,000	\$4,000	\$20,000	HSIP-ST	2020
					C	2020	\$576,000	\$144,000	\$720,000	HSIP-ST	
							\$592,000	\$148,000	\$740,000		

FLOYD COUNTY

Figure 24: Floyd County TIP Projects



PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Battery Backups*		"Battery backups for traffic signals in various locations including: I-265 EB @ Grantline Road (01-022-030), I-265 WB @ Grantline Road (01-022-031), I-265 EB @ Charlestown Road (01-022-028), I-265 WB @ Charlestown Road (01-022-029), I-64 WB (Elm) @ Scribner (01-022-042), I-64 EB @ IN 64 (01-022-056), I-64 WB @ IN 64 (01-022-041), I-64 EB @ IN 135 (01-031-009), I-64 WB @ IN 135 (01-031-010), I-275 Connector @ US 50 (01-015-011), I-74 EB @ IN 229 (01-069-009), I-74 WB @ IN 229 (01-024-007), I-69 NB @ IN 45 (01-053-060), I-69 SB @ IN 45 (01-053-061), I-69 NB @ IN 48 (01-053-058), I-69 SB @ IN 48 (01-053-057), I-65 @ IN 46 (01-003-055), I-65 @ IN 58 NB (01-003-063), I-65 @ IN 58 SB (01-003-064), I-65 @ Stansifer (01-010-054), I-65 @ Veterans (01-010-051), I-65 @ Lewis and Clark (01-010-052), I-65 @ Eastern (01-010-053), I-65 NB @ Court Avenue (01-010-036), I-65 NB @ IN 60 (01-010-049), I-65 SB @ IN 60 (01-010-056), I-65 NB (10th) @ Spring (01-010-006), I-65 NB @ IN 56 (01-072-006), I-65 NB @ Whiteland Road (01-041-057), I-65 SB @ Whiteland Road (01-041-051), I-65 NB @ Worthsville Road (01-041-064), I-65 SB @ Worthsville Road (01-041-063), I-65 NB @ Main Street (01-041-039), I-65 SB @ Main Street (01-041-054), I-265 EB @ State (01-022-039), I-265 WB @ State (01-022-038)"	Systemic safety project for battery backups for traffic signals at various locations in the Seymour District including Clark and Floyd counties.	INDOT	
Blunk Knob Road Guardrail Installation		Complete guardrail install at necessary areas where none existed previously on Blunk Knob Road beginning at IN 11 to end at Budd Road in Floyd County, Indiana.	Improve safety by installing guardrail where needed. Blunk Knob Road is an important collector route connecting IN 11 to the two main routes in the southern portion of Floyd County, Budd Road and IN 111. Blunk Knob Road lacks guardrail throughout its steep and curvy 1.9 miles of roadway, with segments having drops of nearly 270 feet from the edge of pavement.	Floyd Co.	
Bridge Terminal Joints*		"Contract to repair bridge terminal joints throughout the Seymour District. Bridge NBI Numbers: 008960, 021560, 021561, 027620, 027630, 034350, 034360, 034400, 034410, 034420, 034430, 034440, 034470, 034480, 034490, 034500, 034510, 034513, 034610, 034611, 034616, 034640, 034670, 034680, 034690, 034700, 034704, 034706, 034708, 034720, 034730, 034740, 034750, 049638, 049640, 049652, 049654, 049655, 049656, 049657, 049658, 070530, 070540, 070550, 070560, 070570, 070580"	To repair bridge terminal joints throughout the Seymour District at various locations.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2650	1900013		2678	C	2020	\$300,000	\$0	\$300,000	HSIP-ST	2020
							\$300,000	\$0	\$300,000		
	2531	1801581		2680	PE	2020	\$55,199	\$5,520	\$60,719	HSIP-MPO	2022
					ROW	2020	\$70,720	\$7,072	\$77,792	HSIP-MPO	
					C	2022	\$250,000	\$50,000	\$300,000	HSIP-MPO	
							\$375,919	\$62,592	\$438,511		
	2666	1901448		2676	C	2020	\$3,694,292	\$923,573	\$4,617,865	NHPP	2020
							\$3,694,292	\$923,573	\$4,617,865		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Charlestown Road (from Hedden Court to Genung Drive)		<p>The Project begins at Hedden Court and proceeds northerly for 0.31 miles to Genung Drive. The project involves the construction of curb and gutter with sidewalk and a storm sewer system. 6' wide attached sidewalks are planned. The pavement would be milled overlaid/widened to provide a maximum of 33' of pavement width. The pavement width will provide one lane in each direction with a two-way left turn lane. The project is likely to involve phase construction with the shifting of traffic. The existing paved travel lanes/shoulders allow for traffic to be shifted while maintaining a safe distance to work zone for storm sewer construction, curb and gutter and sidewalk construction.</p> <p>The Project includes the following Phases: 1. Preliminary Engineering/Right-of-way Engineering; 2. Right-of Way Acquisition; 3. Utilities; and 4. Construction.</p> <p>The Project provides connections to an Elementary School, a N-hood Center, urban residential neighborhoods and nearby commercial and industrial uses.</p>	<p>Charlestown Road is a major arterial, former State Highway, which runs for over 4 miles in a northeasterly direction from the center of the City to a mile north of I-265, finally connecting to I-65 in Sellersburg. The City has constructed a 3-lane section and sidewalks along most all of Charlestown Road with the exception of this 1,600+' section lying between Hedden Court and Genung Drive.</p> <p>This final section of Charlestown Road lies in a fully urbanized area and includes nearby Fairmont Elementary School and the Fairmont (Rauch) Neighborhood Center. Much of this corridor lies in a HUD-designated lower income area and is identified as a KIPDA Title VI - Environmental Justice Area (west side where the School and N-Hood Center are located). Several years ago, the City developed a neighborhood park for Fairmont Elementary School and fully rehabilitated the neighborhood center...each using CDBG funding.</p> <p>Charlestown Road Improvement including the provision of sidewalks is listed in the City's Comprehensive Plan Year 2020. This segment is also listed as #14 on the KIPDA Region's Top 20 Indiana High Crash Segments and is also listed as a KIPDA Bicycle & Pedestrian Priority Corridor. This is a compelling segment to provide sidewalks and to provide for left-turning vehicles...it's not only for the benefit of lower income households, it serves neighborhood commercial and some industrial uses immediately north of the school and the n-hood center. Residents including handicapped people currently use the existing narrow shoulders to reach destinations along this busy stretch as well.</p>	New Albany	
Charlestown Road Corridor Complete Streets		Construction of a multi-use path from Sunset Drive to County Line Road in New Albany, Indiana. The multi-use path is 10 feet in width. Additional traffic calming measures are planned, including re-striping and additional signage. Project length is 1.31 miles.	The Charlestown Road Complete Streets Project brings pedestrian and multi-modal infrastructure to an area that currently lacks any at all. The multi-use path will provide access for residents living in the subdivisions along the corridor the ability to access Kevin Hammersmith Park and the commercial area by bike or by foot. Currently, this segment of Charlestown Road is not safe for pedestrian nor bike traffic.	Floyd Co.	
Curve Sign and Visibility Markings in Clark and Floyd Counties*		Curve sign and marking visibility improvements in the Seymour District at multiple locations including Clark and Floyd counties.	Seymour District Systemic Safety project for FY 2021 (Curve Sign Visibility marking).	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2390	1700727			PE	2020	\$0	\$373,000	\$373,000	Local	2024
							\$0	\$373,000	\$373,000		
	2128	1400550, 1800900			ROW	2020	\$384,147	\$84,400	\$468,547	CMAQ-MPO	2022
					U	2021	\$300,000	\$60,000	\$360,000	CMAQ-MPO	
							\$684,147	\$144,400	\$828,547		
	2551	1801312		2680	PE	2020	\$45,000	\$5,000	\$50,000	HSIP-ST	2021
					C	2021	\$280,824	\$31,203	\$312,027	HSIP-ST	
							\$325,824	\$36,203	\$362,027		

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
East Main Street		<p>This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor extending from the recently completed project on East Main from Vincennes Street to East 5th Street in 2014 and connect to the improvements completed by INDOT on West Main Street from State Street to Corydon Pike in 2015. Like the preceding East Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include:</p> <ul style="list-style-type: none"> • Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming). • New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists. • Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming. • Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds. • Installation of ADA compliant curb ramps at all intersections/crosswalks. • Installation of street lighting to improve pedestrian visibility and motorist awareness. These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase. 	<p>The Project includes design and construction of a 1,600+/-' length, 52' wide section of E. Main Street between State Street and E. 5th Street. Currently, this portion of the E. Main Street corridor has extensive deteriorated sidewalks and a poor pavement rating. It's worn out and dysfunctional. It lies in the Mansion Row National Register District and connects the residential portion of this unique Historic District to the Downtown and the north-south Major Arterial, State Street. In fact, the Project ends at the E. Main and State Street intersection where the Founding Father's historic Scribner House Museum and the City's new YMCA-Aquatic Center are located. E. Main Street is a former State Highway (actually Highways 62 and 111) which was relinquished by INDOT to the City in 2010. The proposed improvements for the E Main Street project were listed as a component of the relinquishment agreement between the City and InDot. The proposed project will connect to two recently completed Main Street corridor improvement projects. The segment to the east of the proposed project area from E 5th Street to Vincennes Street was reconstructed in 2014 and included sidewalks, curbs replacement, a new median, improved pavement surface, bicycle improvements, traffic calming measures and lighting/landscaping. The segment of Main Street to the west, from State Street to Corydon Pike is under InDot's jurisdiction and was improved in 2015. That improvement included base patching, full width HMA overlay, curb ramp improvements and re-striping including provision for bike lanes. The proposed project segment lies in a HUD-designated lower income area and is also identified as a KIPDA Title VI - Environmental Justice Area and listed as a KIPDA Bicycle & Pedestrian Priority Corridor. Several years ago, the City reconstructed the portion of E. Main street between Vincennes Street and East Street using local/state funding. Based upon the pavement inventory that was completed in 2016 in conjunction with the Community Crossings Grant Application, the PASER ratings of the E. Main Street segments between State Street and E. 5th Street range from 4-5, which correlates to a "fair" to "poor" condition that requires structural improvements for correction. The condition rating is based upon wheel path, edge and block cracking throughout the corridor. A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs construction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.</p>	New Albany	

[illegible]

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Farnsley Knob Road Guardrail Installation		Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.	Improve safety by installing guardrail where needed. Farnsley Knob Road provides a link from IN 11 to IN 111 by way of Seven Mile Lane. Farnsley Knob Road is one of the only direct links between these two state routes in Floyd County, other than Blunk Knob Road. With nearly no shoulder width, sharp curves, and drops ranging from 150 feet to 300 feet from edge of pavement, guardrail is a severe need for Farnsley Knob Road.	Floyd Co.	
Floyd County Bridge Inspection		Bridge inspection for all county bridges.	Maintain operational status of each county bridge.	Floyd Co.	
Hazard Elimination Program for Existing Roads and Streets*	HELPERS Program	The Indiana Local Technical Assistance Program (LTAP) Office under agreement with Indiana Department of Transportation (INDOT) operates a roadway safety assistance program titled Hazard Elimination Program for Existing Roads and Streets (HELPERS).	The HELPERS program provides instruction to all local agencies on traffic safety best practices, provides advice regarding HSIP project eligibility requirements and maintains qualified listing of individuals trained to conduct Road Safety Audits. The HELPERS Program also provides crash data analysis support and advises rural roadway agencies with the goal of reducing the risk of fatal and serious injury crashes on local public roadways.	INDOT	
I- 64	Sherman Minton Bridge	Bridge painting of the Sherman Minton Bridge over the Ohio River.	Bridge painting of the Sherman Minton Bridge over the Ohio River to maintain the integrity of the bridge.	INDOT	
I- 64		Bridge painting on I-64 located 0.18 miles west of IN 111 over Spring Street.	District Bridge Rehabilitation Project (painting). Bridge painting to maintain the integrity of the bridge.	INDOT	
I- 64		Replace superstructure on I-64, EB 00.73 miles east of US 150 at Quarry Road.	Superstructure replacement.	INDOT	
I- 64		Bridge deck replacement on I-64, WBL 1.63 miles west of US 150 at IN 62/IN 64 EB/WB.	Bridge deck replacement.	INDOT	
I- 64		Replace superstructure on I-64, EBL 1.63 miles west of US 150 over IN 62/IN 64 EB/WB.	Superstructure replacement.	INDOT	
I- 64 at I-265 Bridge Deck Overlay #1		Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Location is 02.20 miles east of US 150 at I-265 EB ramp to I-64 EB.	Bridge deck overlay	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2532	1801582		2680	PE	2020	\$42,100	\$4,210	\$46,310	HSIP-MPO	2022
					ROW	2020	\$70,720	\$7,072	\$77,792	HSIP-MPO	
					C	2022	\$142,000	\$28,400	\$170,400	HSIP-MPO	
							\$254,820	\$39,682	\$294,502		
	2419	1500204		2680	PE	2020	\$56,572	\$14,168	\$70,740	Bridge	NA
					PE	2021	\$15,050	\$3,763	\$18,813	Bridge	
							\$71,622	\$17,931	\$89,553		
	2660	1900554		2680	PE	2020	\$1,039,144	\$115,460	\$1,154,604	HSIP-ST	2020
							\$1,039,144	\$115,460	\$1,154,604		
	2279	1592187			C	2021	\$20,700,000	\$2,300,000	\$23,000,000	NHPP	2021
							\$20,700,000	\$2,300,000	\$23,000,000		
	2394	1601971		2676	PE	2020	\$22,500	\$2,500	\$25,000	NHPP	2020
					C	2020	\$548,190	\$60,910	\$609,100	NHPP	
							\$570,690	\$63,410	\$634,100		
	2494	1700207		2676	ROW	2021	\$40,500	\$4,500	\$45,000	NHPP	2022
					PE	2022	\$90,000	\$10,000	\$100,000	NHPP	
					U	2022	\$31,500	\$3,500	\$35,000	NHPP	
					C	2022	\$2,663,251	\$295,917	\$2,959,168	NHPP	
							\$2,825,251	\$313,917	\$3,139,168		
	2495	1700205		2676	PE	2020	\$157,500	\$17,500	\$175,000	NHPP	2022
					PE	2022	\$135,000	\$15,000	\$150,000	NHPP	
					U	2022	\$31,500	\$3,500	\$35,000	NHPP	
					C	2022	\$1,815,512	\$201,723	\$2,017,235	NHPP	
							\$2,139,512	\$237,723	\$2,377,235		
	2496	1700206		2676	PE	2020	\$135,000	\$15,000	\$150,000	STBG-ST	2022
							\$135,000	\$15,000	\$150,000		
	2513	1800721		2676	PE	2020	\$108,000	\$12,000	\$120,000	NHPP	2021
					C	2021	\$645,326	\$71,703	\$717,029	NHPP	
							\$753,326	\$83,703	\$837,029		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 64 at I-265 Bridge Deck Overlay #2		Bridge rehabilitation project consisting of a bridge deck overlay on I-64. Located at 2.11 miles east of US 150, I-64 WB @ I-64 EB ramp to I-265 EB.	Bridge deck overlay	INDOT	
I- 64 Cherry Street Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge deck overlay located on I-64, located 0.85 miles west of IN 111 over Cherry Street.	Bridge deck overlay	INDOT	
I- 64 Sherman Minton Bridge		Fracture critical inspection for Sherman Minton Bridge on I-64.	Single location bridge inspection of the Sherman Minton Bridge on I-64.	INDOT	
I-265		Bridge deck replacement on I-265, 00.89 miles west of I-65 at Admore Lane, Silver Creek EB.	Bridge deck replacement.	INDOT	
I-265*		HMA overlay on I-265 from I-64 to 0.36 miles west of I-65.	District pavement project on I-265.	INDOT	
I-265 Payne-Koehler Road Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge deck overlay on I-265 EB/WB over Payne-Koehler Road, located at 0.43 miles east of IN 311.	Bridge deck overlay.	INDOT	
I-64 Sherman Minton Bridge EB Indiana Approach (1) Deck Overlay		Bridge deck overlay on the I-64 Indiana EB approach (1 of 2) to the Sherman Minton Bridge over the Ohio River.	Bridge deck overlay on I-64 at the Indiana EB approach (1 of 2) to the Sherman Minton Bridge.	INDOT	
I-64 Sherman Minton Bridge EB Indiana Approach (2) Deck Overlay		Bridge deck overlay on the I-64 Indiana EB approach (2 of 2) to the Sherman Minton Bridge over the Ohio River.	Bridge deck overlay on I-64 at the Indiana EB approach (2 of 2) to the Sherman Minton Bridge.	INDOT	
I-64 Sherman Minton Bridge WB Indiana Approach Deck Overlay		Bridge deck overlay on the I-64 Indiana WB approach to the Sherman Minton Bridge over the Ohio River.	Sherman Minton Bridge deck overlay on I-64 at the Indiana WB approach to the Sherman Minton Bridge.	INDOT	
I-64 Sherman Minton Corridor Maintenance		Maintenance of the I-64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.	Rehabilitate the bridge decks, perform minor structural repairs on the five bridges in the I-64 Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through their 100 year design life.	INDOT	
IN 335 Small Structure		Small structure replacement on IN 335, 0.82 mile north of US 150.	Small structure replacement on IN 335 in Floyd County.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2514	1702617		2676	PE	2020	\$135,000	\$15,000	\$150,000	NHPP	2021
					C	2021	\$1,435,876	\$159,542	\$1,595,418	NHPP	
							\$1,570,876	\$174,542	\$1,745,418		
	2515	1702614		2676	PE	2020	\$108,000	\$12,000	\$120,000	NHPP	2021
					C	2021	\$1,154,369	\$128,263	\$1,282,632	NHPP	
							\$1,262,369	\$140,263	\$1,402,632		
	2542	1702670		2680	PE	2021	\$225,000	\$25,000	\$250,000	NHPP	2021
							\$225,000	\$25,000	\$250,000		
	2498	1701091		2676	C	2023	\$3,168,453	\$352,050	\$3,520,503	NHPP	2023
							\$3,168,453	\$352,050	\$3,520,503		
	2718	1900668		2676	PE	2020	\$90,000	\$10,000	\$100,000	NHPP	2020
					C	2020	\$5,850,000	\$650,000	\$6,500,000	NHPP	
							\$5,940,000	\$660,000	\$6,600,000		
	2512	1800807		2676	C	2021	\$723,108	\$80,345	\$803,453	NHPP	2021
							\$723,108	\$80,345	\$803,453		
	2647	1702258		2676	C	2021	\$203,476	\$22,608	\$226,084	NHPP	2021
							\$203,476	\$22,608	\$226,084		
	2648	1702259		2676	C	2021	\$305,213	\$33,913	\$339,126	NHPP	2021
							\$305,213	\$33,913	\$339,126		
	2646	1702257		2676	C	2021	\$610,427	\$67,825	\$678,252	NHPP	2021
							\$610,427	\$67,825	\$678,252		
	2533	1702255			PE	2020	\$3,467,430	\$385,270	\$3,852,700	NHPP	2022
					U	2020	\$1,431,000	\$159,000	\$1,590,000	NHPP	
					C	2021	\$23,795,441	\$2,643,938	\$26,439,379	NHPP	
					PE	2021	\$2,250,000	\$250,000	\$2,500,000	NHPP	
							\$30,943,871	\$3,438,208	\$34,382,079		
	2589	1801010		2676	PE	2020	\$169,024	\$42,256	\$211,280	STBG-ST	2023
					ROW	2021	\$8,000	\$2,000	\$10,000	STBG-ST	
					C	2023	\$151,805	\$37,951	\$189,756	STBG-ST	
							\$328,829	\$82,207	\$411,036		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
IN 64 East of IN 335		Small structure pipe lining on IN 64, 7.94 miles east of IN 335.	The purpose of this project is to line a CMP structure that has the flow line that is rusted through in locations. Because the structure is under 10 feet of fill and is 6 feet in diameter, this is the most economic way to rehabilitate the structure. The AADT is high, but with a liner, the disturbance to traffic would be minimal saving a substantial amount of money. By lining this structure, we will gain condition points for the culvert along with gaining useful service life for CIPP liner (estimated 25-50 years).	INDOT	
IN 111		Road resurface on Old IN 62 (Elm Street) from I-64 off ramp to State Street.	HMA overlay, preventive maintenance.	INDOT	
IN 111		Road resurface on IN 111, 3.25 miles north of IN 211 (Knob Creek Bridge) to 0.87 miles south of I-64 (Corydon Pike).	HMA overlay, preventive maintenance.	INDOT	
IN 111 French Creek Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge deck overlay on IN 111 located 0.369 miles south of IN 62 over French Creek.	Bridge deck overlay	INDOT	
IN 111 Slide		Slide correction on IN 111, 6.6 miles south of Budd Road.	To correct a slide on IN 111.	INDOT	
IN 335 at 0.26 Miles North of US 150		Small structure replacement on IN 335, 0.26 miles north of US 150.	Small structure replacement.	INDOT	
IN 335 Over Unnamed Tributary to Richland Creek		Construct a small structure replacement project on IN 335, 1.27 miles north of US 150 over unnamed tributary to Richland Creek.	Small structure replacement for bridge rehab.	INDOT	
Kentuckiana Air Education 2020*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2021*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2022*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2407	1600695		2676	PE ROW U C	2020 2020 2020 2020	\$24,000 \$24,000 \$20,000 \$513,210	\$6,000 \$6,000 \$5,000 \$128,303	\$30,000 \$30,000 \$25,000 \$641,513	STBG-ST STBG-ST STBG-ST STBG-ST	2020
							\$581,210	\$145,303	\$726,513		
	2489	1701215		2676	C	2021	\$144,336	\$36,084	\$180,420	NHPP	2021
							\$144,336	\$36,084	\$180,420		
	2491	1701363		2676	C	2021	\$2,184,953	\$546,238	\$2,731,191	NHPP	2021
							\$2,184,953	\$546,238	\$2,731,191		
	2517	1800812		2676	C	2021	\$504,266	\$126,067	\$630,333	NHPP	2021
							\$504,266	\$126,067	\$630,333		
	2620	1592476		2676	ROW C	2020 2021	\$36,000 \$1,171,418	\$9,000 \$292,855	\$45,000 \$1,464,273	NHPP NHPP	2021
							\$1,207,418	\$301,855	\$1,509,273		
	2486	1700126		2676	ROW U C	2020 2021 2021	\$8,000 \$28,000 \$166,956	\$2,000 \$7,000 \$41,739	\$10,000 \$35,000 \$208,695	STBG-ST STBG-ST STBG-ST	2021
							\$202,956	\$50,739	\$253,695		
	2317	1400131		2676	ROW C	2020 2021	\$12,000 \$277,378	\$3,000 \$69,345	\$15,000 \$346,723	STBG-ST STBG-ST	2021
							\$289,378	\$72,345	\$361,723		
	2373	1900822	370		Oper	2020	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2020
							\$200,000	\$50,000	\$250,000		
	2374	1600642	370		Oper	2021	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2021
							\$200,000	\$50,000	\$250,000		
	2724	1600642	370		Oper	2022	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2022
							\$200,000	\$50,000	\$250,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Kentuckiana Air Education 2023*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2024*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
Kentuckiana Air Education 2025*	KAIRE	Kentuckiana Air Education (KAIRE) is an air pollution prevention and awareness program that will increase public awareness of the impacts individual choices can have on local air quality.	KAIRE works to encourage voluntary air quality changes through community involvement, increasing public awareness of the impacts individual choices can have on local air quality.	APCD	
KIPDA Regional Rideshare Program - Indiana FY 2020*		The KIPDA Regional Rideshare program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2021*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2022*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2023*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2725	1600642	370		Oper	2023	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2023
							\$200,000	\$50,000	\$250,000		
	2726	1600642	370		Oper	2024	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2024
							\$200,000	\$50,000	\$250,000		
	2727	1600642		2672	Oper	2025	\$200,000	\$50,000	\$250,000	CMAQ-MPO	2025
							\$200,000	\$50,000	\$250,000		
	2376	1900822	56		Oper	2020	\$127,000	\$31,750	\$158,750	STBG-MPO	2020
							\$127,000	\$31,750	\$158,750		
	2377	1600642	56		Oper	2021	\$127,000	\$31,750	\$158,750	STBG-MPO	2021
							\$127,000	\$31,750	\$158,750		
	2728		56		Oper	2022	\$127,000	\$31,750	\$158,750	STBG-MPO	2022
							\$127,000	\$31,750	\$158,750		
	2729		56		Oper	2023	\$127,000	\$31,750	\$158,750	STBG-MPO	2023
							\$127,000	\$31,750	\$158,750		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KIPDA Regional Rideshare Program - Indiana FY 2024*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KIPDA Regional Rideshare Program - Indiana FY 2025*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
Mount Tabor Road		<p>"Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.</p> <p>Phase II - Klerner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks."</p>	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd, and add audible pedestrian signals.	New Albany	
Raised Pavement Markings*		Raised pavement markings in various locations throughout the Seymour District.	Various roads throughout the Seymour District have buried Raised Pavement Markings due to chip sealing that have not previously been replaced. These will be replaced as needed.	INDOT	
Raised Pavement Markings at Various Locations*		Raised pavement markings in various locations throughout the Seymour District including Floyd and Clark Counties.	Raised pavement markings.	INDOT	
Replacement of Bridge 51*		Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.	Floyd Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2730		56		Oper	2024	\$127,000	\$31,750	\$158,750	STBG-MPO	2024
							\$127,000	\$31,750	\$158,750		
	2731		56		Oper	2025	\$127,000	\$31,750	\$158,750	STBG-MPO	2025
							\$127,000	\$31,750	\$158,750		
	309	0710808			ROW	2020	\$186,931	\$46,733	\$233,664	STBG-MPO	2025
					C	2020	\$388,352	\$97,088	\$485,440	STBG-MPO	
					U	2024	\$640,000	\$160,000	\$800,000	STBG-MPO	
					C	2025	\$3,672,000	\$918,000	\$4,590,000	STBG-MPO	
							\$4,887,283	\$1,221,821	\$6,109,104		
	2723	1902018		2680	C	2022	\$405,000	\$45,000	\$450,000	HSIP-ST	2022
							\$405,000	\$45,000	\$450,000		
	2552	1801392		2680	C	2021	\$387,000	\$43,000	\$430,000	HSIP-ST	2021
							\$387,000	\$43,000	\$430,000		
	1558	1700788		2676	PE	2020	\$404,420	\$101,105	\$505,525	STBG-MPO	2023
					ROW	2021	\$850,000	\$170,000	\$1,020,000	STBG-MPO	
					C	2023	\$3,500,000	\$700,000	\$4,200,000	STBG-MPO	
							\$4,754,420	\$971,105	\$5,725,525		

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Signing on Various Routes in Floyd and Clark Counties*		<p>Curve sign and visibility marking improvements in various counties in the Seymour District including Clark and Floyd Counties.</p> <p>Total signs needed: Clark 10 EB 25 - Need to change 30 mph to a 25 mph; Clark 10 WB 25 - Need to change 30 mph to a 25 mph; Clark 10 EB/WB W1-8 - Install 3 chevrons each direction at 120 ft spacing; Clark 10 EB/WB W1-9 - Install 2 chevrons each direction at 120 ft spacing; Clark 10 EB 25 - Need to change 30 mph to a 25 mph; Clark 10 WB 25 - Need to change 30 mph to a 25 mph; Clark 10 EB/WB W1-6 - Need to add 1 large arrow both directions; Clark 10 EB/WB W1-8 - Install 7 chevrons each direction at 120 ft spacing; Clark 10 EB 30 - Need to change 35 mph to a 30 mph; Clark 10 WB 30 - Need to change 35 mph to a 30 mph; Clark 10 EB/WB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Clark 10 EB 35 - Need to add a 35 mph plaque; Clark 10 WB 35 - Need to add a 35 mph plaque; Clark 10 EB - Need to add a 35 mph plaque; Clark 10 WB - Need to add a 35 mph plaque; Clark 10 EB - No changes needed; Clark 10 WB - No changes needed.</p> <p>Total signs needed: Floyd 22 NB W1-3 (R) 35 - Need to change W1-4 (R) to a W1-3 (R) and change the 45 mph to a 35 mph plaque; Floyd 22 SB W1-3 (R) 35 - Need to change W1-4 (L) to a W1-3 (L) and change the 45 mph to a 35 mph plaque; Floyd 22 NB/SB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Floyd 22 NB W1-1(L) 35 - Need to change W1-2 (L) to a W1-1 (L) and change the 40 mph to a 35 mph plaque; Floyd 22 SB W1-1 (R) 35 - Need to change W1-2 (R) to a W1-1 (R) and change the 40 mph to a 35 mph plaque; Floyd 22 NB/SB W1-8 - Install 3 chevrons each direction at 120 ft spacing; Floyd 22 NB W1-1 (R) - Need to change W1-2 (R) to a W1-1; Floyd 22 SB W1-1(L) - Need to change W1-2 (L) to a W1-1 (L) and change the 35 mph to a 30 mph plaque; Floyd 22 NB/SB W1-8 - Install 2 chevrons each direction at 120 ft spacing; Floyd 22 NB - No changes needed; Floyd 22 SB - No changes needed; Floyd 22 NB/SB W1-6 - Need to add 1 large arrow both directions.</p>	Signing project in various counties and locations throughout the Seymour District.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2543	1702226		2680	C	2020	\$270,000	\$30,000	\$300,000	HSIP-ST	2020
							\$270,000	\$30,000	\$300,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
State Street Signals		<p>1. Signal span with new box span and LED signal heads and backplates</p> <p>2. New overhead street name signs and lane delineation signs</p> <p>3. Implementation of 4-section flashing yellow arrows for dedicated left-turn lanes w/ protected phasing</p> <p>4. Realignment of crosswalks and new curb ramps to provide shorter, more direct routes for pedestrians</p> <p>5. Removal of raised channelizing island that is too small to provide pedestrian refuge</p> <p>6. Addition of accessible pedestrian signals with LED heads, walk/don't walk symbols and countdowns</p> <p>7. New Signal Cabinet and controller with added vehicle detection and radio interconnect for improved progression along State Street</p> <p>8. Milling and resurfacing as needed to repair Cherry Street approaches and accommodate the new crosswalk layouts and loop detection</p> <p>9. Installation of emergency vehicle preemption to enhance safety of all users at the intersection during emergency response runs"</p>	The intent of the State Street and Oak Street and State Street and Cherry Street intersection improvement project is to implement safety related improvements that will assist in reducing accidents at this location. Historical accident data from years 2010-2016 indicate that existing conditions such as the diagonal signal span, signal phasing with permissive left-turn movements only, crosswalk alignment, etc. are contributing to driver confusion resulting in crashes between vehicles and also with vehicles and pedestrians. The City of New Albany believes the mitigating countermeasures proposed as part of this project and detailed in this HSIP submission will significantly increase safety for all modes of travel at the intersection.	New Albany	
Statewide On Call Consultant Review*		Statewide on call consultant review, includes various road and bridge projects.	Selected consultants are given review assignments to various statewide projects for both road and bridge projects to verify that they meet current design standard and policies.	INDOT	
US 150 & Maple Road		Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.	Intersection improvement with added turn lanes.	INDOT	
US 150 Bridge Painting Over I-64 EB/WB		Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 EB/WB.	Bridge painting	INDOT	
US 150 Bridge Painting Over I-64 WB		Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 WBL.	Bridge painting	INDOT	
US 150 Indian Creek Bridge Deck Overlay		Construct a bridge thin deck overlay on US 150 located 02.69 miles east of IN 335 over Indian Creek.	Bridge thin deck overlay	INDOT	
US 150 Jersey Park Creek Bridge Deck Overlay		Bridge rehabilitation project consisting of a bridge thin deck overlay located on US 150, located 02.46 miles east of IN 335 over Jersey Park Creek.	Bridge thin deck overlay	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2535	1801583, 1801600		2680	C	2020	\$89,640	\$9,960	\$99,600	HSIP-MPO	2020
							\$89,640	\$9,960	\$99,600		
	2661	1802826		2676	PE	2020	\$2,400,000	\$600,000	\$3,000,000	STBG-ST	NA
					PE	2021	\$2,400,000	\$600,000	\$3,000,000	STBG-ST	
					PE	2022	\$2,400,000	\$600,000	\$3,000,000	STBG-ST	
					PE	2023	\$2,400,000	\$600,000	\$3,000,000	STBG-ST	
							\$9,600,000	\$2,400,000	\$12,000,000		
	2545	1700209		2678	ROW	2020	\$48,000	\$12,000	\$60,000	STBG-ST	2022
					U	2022	\$48,000	\$12,000	\$60,000	STBG-ST	
					C	2022	\$575,848	\$143,962	\$719,810	STBG-ST	
							\$671,848	\$167,962	\$839,810		
	2519	1800706		2676	PE	2020	\$64,000	\$16,000	\$80,000	STBG-ST	2021
					C	2021	\$498,710	\$124,677	\$623,387	STBG-ST	
							\$562,710	\$140,677	\$703,387		
	2520	1800405		2676	PE	2020	\$24,000	\$6,000	\$30,000	STBG-ST	2021
					C	2021	\$635,107	\$158,777	\$793,884	STBG-ST	
							\$659,107	\$164,777	\$823,884		
	2521	1702621		2676	PE	2020	\$40,000	\$10,000	\$50,000	STBG-ST	2021
					C	2021	\$173,817	\$43,454	\$217,271	STBG-ST	
							\$213,817	\$53,454	\$267,271		
	2522	1800426		2676	PE	2020	\$40,000	\$10,000	\$50,000	STBG-ST	2021
					C	2021	\$172,768	\$43,192	\$215,960	STBG-ST	
							\$212,768	\$53,192	\$265,960		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
US 150 Pavement Replacement		District pavement project, with pavement replacement on US 150, 4.9 miles east of IN 135 to 5.1 miles east of IN 135.	Pavement replacement on US 150 in Floyd County.	INDOT	
Various Interstates Raised Pavement Markings*		Raised Pavement markings in various locations in Seymour District. These locations could include but are not limited to I-65, I-265, I-64, US-31 (Clark and Floyd Counties) and also I-74, I-275, and if funding remains, IN 67.	Seymour District Safety Project which is refurbishing Raised pavement markings in various locations through the Seymour District.	INDOT	
Various Locations in Seymour District*		Bridge maintenance and repair work under a new IDIQ contract (Indefinite Delivery, Indefinite Quantity).	Bridge maintenance and repair work at various locations throughout the Seymour District. Locations will be determined on an as needed basis.	INDOT	
Various Traffic Signals*		Traffic signals, new or modernized at various locations in Clark and Floyd Counties, including US 31 and Charlestown/New Albany Pike; US 31 and CR 403; US 150 and Lawrence Banet Road/Old Vincennes Road West; US 150 and Paoli Pike; and US 150 and Luther Road.	Traffic signal modernizations in Clark and Floyd Counties.	INDOT	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2592	1800298		2676	PE C	2020 2023	\$64,000.00 \$409,150.00	\$16,000.00 \$102,288.00	\$80,000.00 \$511,438.00	STBG-ST STBG-ST	2023
							\$473,150.00	\$118,288.00	\$591,438.00		
	2507	1700313		2680	C	2020	\$270,000.00	\$30,000.00	\$300,000.00	HSIP-ST	2020
							\$270,000.00	\$30,000.00	\$300,000.00		
	2595	1801948		2676	C	2020	\$800,000.00	\$200,000.00	\$1,000,000.00	STBG-ST	2020
							\$800,000.00	\$200,000.00	\$1,000,000.00		
	2503	1700314		2678	PE C	2020 2020	\$16,000.00 \$576,000.00	\$4,000.00 \$144,000.00	\$20,000.00 \$720,000.00	HSIP-ST HSIP-ST	2020
							\$592,000.00	\$148,000.00	\$740,000.00		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
A.B. Sawyer Shared Use Path		Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.	Louisville Metro	
Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation		Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities	Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.	Louisville Metro	
Bliss Avenue		Construct sidewalk on Bliss Avenue from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.	Provide connectivity between Shelbyville Road and Wetherby Avenue.	Middletown	
Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	Gaslight Recreational & Workplace Trail System	Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. The trail will be constructed with concrete. Project length is 1.61 miles.	The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.	Jeffersontown	
Cannons Lane		Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.	To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.	Louisville Metro	
Champions Trace Lane	South Fork Beargrass Creek Bridge	Address deficiencies of Champions Trace Lane bridge over south fork Beargrass Creek. (056C00096N). Location: Route1 Jefferson County CR-1021 From MP 0.71 to MP 0.728.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	
Clark Station Road	Clark Station Bridge	Address deficiencies of Clark Station Road bridge over south Long Run (056C00091N). CR-1004 from MP 0.488 to MP 0.498.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1662	00529.00			U	2020	\$30,000	\$0	\$30,000	STBG-MPO	2025
					C	2020	\$2,300,000	\$0	\$2,300,000	STBG-MPO	
							\$2,330,000	\$0	\$2,330,000		
	337	00965.15			Oper	2020	\$120,000	\$30,000	\$150,000	STBG-MPO	NA
					Oper	2021	\$120,000	\$30,000	\$150,000	STBG-MPO	
					Oper	2022	\$120,000	\$30,000	\$150,000	STBG-MPO	
					Oper	2023	\$120,000	\$30,000	\$150,000	STBG-MPO	
					Oper	2024	\$120,000	\$30,000	\$150,000	STBG-MPO	
					Oper	2025	\$120,000	\$30,000	\$150,000	STBG-MPO	
							\$720,000	\$180,000	\$900,000		
	2228			2673	C	2020	\$147,401	\$32,756	\$180,157	STBG-MPO	2020
							\$147,401	\$32,756	\$180,157		
	2084	00543.00			C	2020	\$1,300,000	\$215,000	\$1,515,000	STBG-MPO	2020
							\$1,300,000	\$215,000	\$1,515,000		
	2239	03212.00		2673	U	2020	\$100,000	\$25,000	\$125,000	STBG-MPO	2021
					C	2021	\$500,000	\$125,000	\$625,000	STBG-MPO	
							\$600,000	\$150,000	\$750,000		
	2555	10021.00		2675	C	2020	\$737,800	\$452,200	\$1,190,000	STBG-ST	2021
							\$737,800	\$452,200	\$1,190,000		
	2556	10007.00		2675	D	2020	\$173,600	\$106,400	\$280,000	STBG-ST	2021
					C	2020	\$217,000	\$133,000	\$350,000	STBG-ST	
							\$390,600	\$239,400	\$630,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
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. Preston Highway, Westport Road, Hurstbourne Parkway, Cane Run Road, Bardstown Road, Shelbyville Road (E&W) & West Broadway.	The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.	Louisville Metro	
Cooper Chapel Road Phase 3		Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.	The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E. The roadway construction will provide access to an area that recently received sanitary sewers and city water service.	Louisville Metro	
East Market Street Streetscape Improvements		Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.	This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.	Louisville Metro	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2669				U	2021	\$182,400	\$45,600	\$228,000	CMAQ-ST	2022
					C	2021	\$1,100,000	\$275,000	\$1,375,000	CMAQ-ST	
							\$1,282,400	\$320,600	\$1,603,000		
	223	00404.01			U	2020	\$1,500,000	\$337,500	\$1,837,500	STBG-MPO	2023
					C	2022	\$16,000,000	\$3,650,000	\$19,650,000	STBG-MPO	
							\$17,500,000	\$3,987,500	\$21,487,500		
	2064	80053.10			C	2020	\$6,600,000	\$1,500,000	\$8,100,000	STBG-ST	2022
							\$6,600,000	\$1,500,000	\$8,100,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
English Station Road		6YP DESC: Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. (Funding subject to fiscal constraint pending MPO TIP). From: MP 0.457 To: MP 1.232. CHAF ID - IP20170032	Purpose: The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Need: Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network.	KYTC	
Good Samaritan Bicycle and Pedestrian Trail Connector	Old Taylorsville Road/Jefferson Street	Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.	This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.	Jeffersontown	
Grade Lane Bridge Replacement		KYTC Highway Plan (June, 2018): Address deficiencies of bridge over northern ditch on Grade Lane (CR 1001G) 0.34 miles south of KY 1747 (Fern Valley Road) (056C00064N).	The purpose of this project is to address the structural deficiency of the bridge on Grade Lane (CR 1001G), a county maintained urban road over Northern Ditch near the Louisville International Airport, UPS, Ford Motor Company and situated in a major industrial area.	KYTC	
Hubbards Lane		Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.	Louisville Metro	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	188	00353.00			C	2020	\$6,408,000	\$0	\$6,408,000	STBG-MPO	2024
							\$6,408,000	\$0	\$6,408,000		
	2082	00486.00			C	2020	\$1,300,000	\$215,000	\$1,515,000	STBG-MPO	2020
							\$1,300,000	\$215,000	\$1,515,000		
	2378	01077.00		2675	C	2020	\$527,000	\$323,000	\$850,000	STBG-ST	2022
							\$527,000	\$323,000	\$850,000		
	384	00479.00			D	2020	\$63,840	\$14,510	\$78,350	STBG-MPO	2022
					U	2020	\$1,079,589	\$269,898	\$1,349,487	STBG-MPO	
					C	2020	\$2,900,000	\$659,100	\$3,559,100	STBG-MPO	
							\$4,043,429	\$943,508	\$4,986,937		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 64	Sherman Minton Bridge	KYTC Highway Plan (June, 2018): Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana(056B00279N)(BSBP). CHAF ID: 20190123. From MP 0 to MP 0.316.	Maintain travel time reliability of the interstate network. This project will also provide infrastructure preservation and maintain the existing transportation network in a state of good repair.	KYTC	
I- 64		Repair drainage system on the I-64 bridge over N.S. Railroad and the levee, and repair the levee (056B00284N)(2014BOP)(SD). From MP 1.387 to MP 1.891.	Maintain the existing transportation network in a state of good repair.	KYTC	
I- 64		Address pavement condition of PCC pavement on I-64 cardinal direction(s) from MP 0.65 to MP 0.828.	Maintain the existing transportation network in a state of good repair.	KYTC	
I- 64	Riverside Expressway Bridges	Address deficiencies on I-64 Riverside Expressway bridges (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N) (SD).	Maintain the existing transportation network in a state of good repair.	KYTC	
I- 64		Address pavement condition of I-64 both direction(s) from MP 6.00 to MP 11.57.	Maintain the existing transportation network in a state of good repair.	KYTC	
I- 64 Bridge Painting		KYTC Highway Plan (June, 2018): Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N). CHAF: TBD.	Maintain the existing transportation network in a state of good repair.	KYTC	
I- 65		Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.	Louisville Metro	
I- 65*		6YP DESC: Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway). CHAF DESC: Reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. CHAF ID: IP20170064.	The purpose of this project is to reduce congestion and improve mobility on I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County. This project is needed because the capacity of I-65 from KY 61 (Preston Highway) in Lebanon Junction (Bullitt County) to I-265 (Gene Snyder Freeway) in Jefferson County is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of I-65. This stretch of I-65 is also an important freight corridor and has a high percentage of truck volume.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	351	00064.00			C	2020	\$1,300,000	\$1,900,000	\$3,200,000	STBG-ST	2026
					C	2020	\$1,800,000	\$0	\$1,800,000	NHPP	
					C	2021	\$2,600,000	\$3,800,000	\$6,400,000	STBG-ST	
					C	2021	\$3,600,000	\$0	\$3,600,000	NHPP	
							\$9,300,000	\$5,700,000	\$15,000,000		
	2138	00521.00		2675	C	2020	\$104,000	\$152,000	\$256,000	STBG-ST	2022
					C	2020	\$144,000	\$0	\$144,000	NHPP	
							\$248,000	\$152,000	\$400,000		
	2557	20010.00		2675	D	2020	\$2,000	\$2,000	\$4,000	STBG-ST	2021
					D	2020	\$6,000	\$0	\$6,000	NHS	
					C	2020	\$60,000	\$0	\$60,000	NHS	
					C	2020	\$20,000	\$20,000	\$40,000	STBG-ST	
							\$88,000	\$22,000	\$110,000		
	2558	10015.00		2675	C	2020	\$1,196,000	\$1,748,000	\$2,944,000	STBG-ST	2021
					C	2020	\$1,656,000	\$0	\$1,656,000	NHPP	
							\$2,852,000	\$1,748,000	\$4,600,000		
	2633	20009.00		2675	D	2024	\$575,000	\$0	\$575,000	STBG-ST	2025
					C	2024	\$5,750,000	\$0	\$5,750,000	STBG-ST	
							\$6,325,000	\$0	\$6,325,000		
	2596	10016.00			C	2021	\$11,400,000	\$0	\$11,400,000	NHPP	2022
					C	2021	\$7,800,000	\$10,800,000	\$18,600,000	STBG-ST	
							\$19,200,000	\$10,800,000	\$30,000,000		
	224	00378.10			U	2020	\$750,000	\$150,000	\$900,000	STBG-MPO	2028
					D	2020	\$750,000	\$150,000	\$900,000	STBG-MPO	
					C	2025	\$8,000,000	\$1,800,000	\$9,800,000	STBG-MPO	
							\$9,500,000	\$2,100,000	\$11,600,000		
	491	00550.00			PE	2020	\$250,000	\$0	\$250,000	NHS	2030
					D	2022	\$7,470,000	\$0	\$7,470,000	NHS	
							\$7,720,000	\$0	\$7,720,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 65	I-65/I-264 Interchange	6YP DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. Project length is 2.29 miles. CHAF ID - IP20160017.	CHAF Purpose: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF Need: The I-65/I-264 interchange was ranked as the number one highest crash interchange in the KIPDA MPA area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 1,056 crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.138. The movements that appear to have the most issues at this interchange are I-264 westbound to I-65, I-65 northbound to I-264 eastbound, and I-65 southbound to I-264 eastbound.	KYTC	
I- 65	I- 65/I-265 Interchange	Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange. CHAF IP20160019.	The Purpose of the I-65/I-265 interchange project is to reduce congestion and improve safety. The 2015 I-265 Programming Study has projected the I-265 westbound to I-65 northbound diverge as operating at a level of service (LOS) of F in both the AM and PM peaks in the year 2020. The study also identifies the I-65 to I-265 eastbound merge as operating at a LOS of D in the AM and F in the PM peaks in the year 2020. The I-65/I-265 interchange was ranked as the 5th highest crash interchange in the KIPDA MPO area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 347 total crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included two fatalities and 5 injuries. The average daily traffic entering this interchange is 181,545 with a crash rate of 1.746 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.071.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2121	00559.00/ 00559.01			D D	2021 2022	\$3,000,000 \$3,000,000	\$0 \$0	\$3,000,000 \$3,000,000	NHS NHS	2029
							\$6,000,000	\$0	\$6,000,000		
	2601	00560.00			PE	2021	\$400,000	\$0	\$400,000	NHS	2028
							\$400,000	\$0	\$400,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71		<p>6YP DESC: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC).</p> <p>CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. CHAF ID: IP20150266.</p>	<p>CHAF Purpose: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue.</p> <p>CHAF Need: This project is needed because of a higher than average crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. The critical crash rate factor (CCRF) in this 2 mile section is 2.791 as analyzed in the I-71 Study. The percentage truck traffic is 7% with multiple major traffic and freight generators as noted in the I-71 Study. The 2038 anticipated truck percent growth rate is 2.8%. This section of I-71 has a LOS F and volume to capacity ratio of 1.02. Shoulder width deficiencies and functionally obsolete culverts also exist within these milepoints."</p>	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1478	00048.10/ 00048.11			ROW	2020	\$1,500,000	\$0	\$1,500,000	NHS	2024
					U	2020	\$1,000,000	\$0	\$1,000,000	NHS	
					C	2022	\$12,380,000	\$0	\$12,380,000	NHS	
					C	2023	\$12,380,000	\$0	\$12,380,000	NHS	
							\$27,260,000	\$0	\$27,260,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71*		<p>6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (16CCR). Project length is 2.785 miles. CHAF ID: IP20150450</p> <p>Additional Considerations: Widen priority section of I-71 between I-265 and and KY 329 from 4 to 6 lanes.</p>	<p>CHAF Purpose: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas.</p> <p>CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts:</p> <ul style="list-style-type: none"> Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,900 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. Driver crash rates are notably high along this section of I-71. Between January 2012 and December 2015, there were 360 crashes, including 5 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 mile sections of roadway that had a statistically high crash rate (i.e., critical rate factor greater than 1.0). The six sections were all in the southbound direction and the critical rate factors ranging from 1.072 to 1.5. 	KYTC	

[illegible]

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71		6YP DESC: Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265. Project length is 1.6 miles. CHAF ID: IP20160234 From: MP 8.60 To: MP 9.50."	CHAF Purpose: The purpose of the proposed project is to facilitate traffic flow on I-71 and improve ramp movement efficiency to and from I-265. CHAF Need: I-71, I-265, and the interchange between these facilities carry high traffic volumes, particularly during peak travel periods. Capacity analysis using the HCS7 Freeways module indicates the weaving segment (between the I-71 southbound loop ramps) is over capacity based on 2015 AM peak hour forecast volumes; it operates at LOS F. The lower volumes heading into town during the 2015 PM peak lead to LOS D operations, speeds drop 20+ mph versus the mainline through vehicles in the adjacent lane. According to Kentucky State Police crash data for 2015-2017, 234 crashes were reported along I-71 mainline between MP 8.4 and 9.8. Of these, 145 (over 60%) were southbound. There were no fatalities and 28 injury collisions, divided evenly between directions. Looking at only southbound crashes, five 0.1 mile long high crash "spots" occur along the corridor.	KYTC	
I- 71	Zorn Avenue to I-264	6YP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264. I-71 from MP 2.00 TO MP 5.00. CHAF ID: IP20150031. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes."	CHAF Purpose: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway). CHAF Need: This project is needed because of a higher than average injury crash rate, inadequate current and future capacity, and roadway deficiencies on I-71 from Zorn Avenue to I-264 (Watterson Expressway). The percent of injury crashes cited in the March 2014 I-71 Study along this section of I-71 is 20.3% which exceeds the Interstate average referenced in the study of 17.4%. The percentage truck traffic is 7% with traffic and freight generators close to the 2.0 milepoint. The 2038 anticipated truck growth rate is 1.7%. This section of I-71 has a LOS F and a volume to capacity ratio of 1.27. Deficiencies include shoulder widths.	KYTC	
I- 71	Zorn Avenue to I-265	Improve safety and reduce congestion on I-71 from Zorn Avenue to I-265. I-71 from MP 2.00 to MP 9.00. CHAF ID: IP20150032. Project will evaluate widening to the inside from 4 to 6 lanes.	Increase safety for all users. Manage and reduce roadway congestion where appropriate. Ensure timely and efficient movement of freight within, departing, and entering the region.	KYTC	
I- 71	KY 329 Interchange	KYTC Highway Plan (June, 2018): Improve the interchange of I 71 and KY 329. CHAF ID: IP20080244. Additional Consideration: Project will evaluate: signaling SB I-71 on and off ramps; adding left turn lane on KY 329 for left turns onto SB I-71 ramp; multi-use path along KY 329; and various sight distance improvements.	CHAF Purpose: Improve safety and reduce congestion at the I-71/KY 329 interchange. CHAF Need: This project is needed because of a high amount of crashes and limited sight distance that exists at the I-71 ramps at KY 329. Additionally, the capacity of KY 329 is inadequate to handle current traffic volumes during peak hours.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2382	00539.00			C	2020	\$5,400,000	\$0	\$5,400,000	NHS	2020
							\$5,400,000	\$0	\$5,400,000		
	2602	00556.00			D	2023	\$2,000,000	\$0	\$2,000,000	NHS	2030
							\$2,000,000	\$0	\$2,000,000		
	2611	00557.00			D	2022	\$3,000,000	\$0	\$3,000,000	NHS	2030
					D	2023	\$2,000,000	\$0	\$2,000,000	NHS	
							\$5,000,000	\$0	\$5,000,000		
	2612	80005.00			D	2020	\$0	\$250,000	\$250,000	State	2025
							\$0	\$250,000	\$250,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71	I-64 to Jefferson-Oldham County Line	Address pavement condition of I-71 both direction(s) from MP 0.00 to MP 11.32.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-264		Address pavement condition of I-264 cardinal direction(s) from milepoint 0 to mmilepoint 0.46.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-264		Address pavement condition of PCC pavement on I-264 both direction(s) from MP 12.7 to MP 18.41.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-264	Westport Road to I-71	Address pavement condition of I-264 both direction(s) from MP 20.7 to MP 22.927.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-264	Bank Street to I-65	Address pavement condition of PCC pavement on I-264 both direction(s) from MP 0.46 to MP 12.70.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-264/US 42	Ultimate Project to Rebuild Interchange	KYTC Highway Plan (June, 2018): Reconstruct/ widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPU. (Project includes 5-594) (12CCR)(14CCR). Project length is 1.7 miles. CHAF ID: IP20160046. Additional Considerations: Widen all ramps to two lanes.	CHAF Purpose: The purpose of the project is to improve system operation by reducing delays and congestion along Interstate 264 (Watterson Expressway) and the interchange at US 42. By reducing congestion and delay within the project limits the safety on US 42 and I-264 CHAF Need: The existing I-264/US 42 interchange does not have adequate capacity or storage to accommodate the left turn and through traffic volumes during the AM and PM peak hours. Commuters are experiencing long delays. These long delays are causing long queue	KYTC	
I-265	Gene Snyder Freeway	KYTC Highway Plan (June, 2018): Reconstruction of the I-265/I-64 Interchange. (2016BOP) CHAF ID: IP20110064 Additional Considerations: Reconstruction of the I-265/I-64 interchange Project will evaluate a Spill Thru Flyover Interchange configuration as a potential solution to eliminate all four weaving segments of the existing interchange. I-265 From: MP 24.600 To: MP 26.400/I-264 From: MP:17.700 To: 19.600.	CHAF Purpose: The purpose of the Gene Snyder Interchange Project is to enhance the operation and improve the safety of the I-265/I-64 Interchange. CHAF Need: The present operation and safety of the I-265/I-64 interchange is considered deficient based on a poorly linked, congested, and functionally obsolete transportation network. With a current Average Daily Traffic (ADT) count of 76,700.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2644	20014.00		2675	D	2024	\$1,150,000	\$0	\$1,150,000	STBG-ST	2025
					C	2024	\$11,500,000	\$0	\$11,500,000	STBG-ST	
							\$12,650,000	\$0	\$12,650,000		
	2559	20015.00		2675	D	2020	\$18,000	\$0	\$18,000	NHPP	2020
					D	2020	\$6,000	\$6,000	\$12,000	STBG-ST	
					C	2020	\$60,000	\$60,000	\$120,000	STBG-ST	
					C	2020	\$180,000	\$0	\$180,000	NHPP	
							\$264,000	\$66,000	\$330,000		
	2597	20016.00		2675	D	2024	\$1,150,000	\$0	\$1,150,000	STBG-ST	2025
					C	2024	\$11,500,000	\$0	\$11,500,000	STBG-ST	
							\$12,650,000	\$0	\$12,650,000		
	2634	20017.00		2675	D	2023	\$450,000	\$0	\$450,000	STBG-ST	2023
					C	2023	\$4,500,000	\$0	\$4,500,000	STBG-ST	
							\$4,950,000	\$0	\$4,950,000		
	2643	20018.00		2675	D	2020	\$732,000	\$0	\$732,000	NHPP	2021
					D	2020	\$244,000	\$244,000	\$488,000	STBG-ST	
					C	2020	\$2,440,000	\$2,440,000	\$4,880,000	STBG-ST	
					C	2020	\$7,320,000	\$0	\$7,320,000	NHPP	
							\$10,736,000	\$2,684,000	\$13,420,000		
	1922	00804.00			ROW	2021	\$5,280,000	\$0	\$5,280,000	NHS	2025
					U	2021	\$1,270,000	\$0	\$1,270,000	NHS	
					C	2024	\$23,590,000	\$0	\$23,590,000	NHS	
							\$30,140,000	\$0	\$30,140,000		
	179	00549.00/ 00549.01			C	2020	\$8,500,000	\$0	\$8,500,000	NHS	2023
					C	2021	\$8,500,000	\$0	\$8,500,000	NHS	
					C	2022	\$8,500,000	\$0	\$8,500,000	NHS	
					C	2023	\$8,500,000	\$0	\$8,500,000	NHS	
							\$34,000,000	\$0	\$34,000,000		

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I-265	Gene Snyder Freeway	<p>KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from I-65 to US 31E. CHAF ID: IP20080191.</p> <p>Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.</p>	<p>CHAF Purpose: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road).</p> <p>CHAF Need: This project is needed because of deficient ramps, inadequate capacity, and higher than average crash rates on I-265 (Gene Snyder Freeway) from I-65 to US 31E (Bardstown Road). As cited in the I-265 Study of January 2015 the projected 2020 LOS along this section of I-265 is D with 2 smaller sections having LOS E and F in the PM peak, and the 2020 average PM peak v/c ratio is 0.84. The 2014 rear end crash rate from I-65 to KY 61 exceeds the average rate for the road type according to the most recent I-265 Study. 2014 ramp deficiencies include the merge lengths from Smyrna Pkwy to I-265 WB and EB. Two bridges in this section are identified as functionally obsolete. The surrounding land uses are residential, commercial, and industrial. Commuters use this segment to bypass I-65 as well as gain access to I-65. Adequacy rating data point to high levels of congestion and rough pavement conditions in some areas. There is additional growth occurring now and planned for the future in this area in Jefferson County which will only worsen congestion.</p>	KYTC	
I-265	Gene Snyder Freeway	<p>Six lane priority section of I-265 between Taylorsville Road and I-71. Approximately 11.3 miles, from MP 23.409 to MP 34.727. Project design will evaluate widening from 4 to 6 lanes as a potential solution to the congestion.</p>	<p>CHAF Purpose: The purpose of the proposed project is to decrease existing congestion on the mainline of I-265 Gene Snyder Freeway between KY 155 Taylorsville Road and I-71.</p> <p>CHAF Need: Carrying 65,000 to 88,000 vehicles per day today, the existing I-165 corridor does not provide adequate capacity to serve current peak period traffic volumes. It exhibits poor Level of Service (LOS), inflated travel times, and ramp queue lengths that bac</p>	KYTC	
I-265	Gene Snyder Freeway	<p>KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.</p>	<p>CHAF Purpose: Improve safety and reduce congestion on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Rd) to KY 155 (Taylorsville Road).</p> <p>CHAF Need: This project is needed because of deficient ramps and inadequate capacity on I-265 (Gene Snyder Freeway) from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). The I-265 Study completed in January of 2015 cites an existing LOS D along this section</p>	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	407	00554.00			PE D	2021 2023	\$1,000,000 \$3,000,000	\$0 \$0	\$1,000,000 \$3,000,000	NHS NHS	2028
							\$4,000,000	\$0	\$4,000,000		
	958	00537.00/ 00537.01/ 00537.02			ROW U C ROW U C C C	2020 2020 2020 2021 2021 2021 2022 2023	\$1,580,000 \$2,000,000 \$20,000,000 \$1,580,000 \$2,080,000 \$20,000,000 \$20,000,000 \$20,000,000	\$0 \$80,000 \$0 \$0 \$0 \$0 \$0 \$0	\$1,580,000 \$2,080,000 \$20,000,000 \$1,580,000 \$2,080,000 \$20,000,000 \$20,000,000 \$20,000,000	NHS NHS NHS NHS NHS NHS NHS NHS	2023
							\$87,240,000	\$80,000	\$87,320,000		
	959	00558.00			D	2023	\$7,500,000	\$0	\$7,500,000	NHS	2029
							\$7,500,000	\$0	\$7,500,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I-265	Gene Snyder Freeway	KYTC Highway Plan (June, 2018): Clean and paint all steel bridges and steel bearings on the Gene Snyder Freeway (10CCR)(SD). MP 10.250 to MP 34.727. 5-136.00. CHAF ID: 20190129.	System preservation and rehabilitation.	KYTC	
I-265		Address pavement condition of PCC pavement on I-265 both direction(s) from milepoint 18.8 to milepoint 23.364.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-265	Taylorsville Road to Shelbyville Road	Address pavement condition of I-265 both direction(s) from MP 23.364 to MP 26.6.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-265	Beulah Church Road to Billtown Road	Address pavement condition of PCC pavement on I-265 both direction(s) from MP 15.66 to MP 18.80.	Maintain the existing transportation network in a state of good repair.	KYTC	
I-64 Bridge Deck Replacement on Sherman Minton KY Approach		Bridge deck replacement on the I-64 Kentucky approach to the Sherman Minton Bridge over the Ohio River.	Bridge deck replacement on I-64 at the Kentucky approach to the Sherman Minton Bridge.	INDOT	
I-64 Sherman Minton Bridge Painting		I-64 bridge painting on the Kentucky approach to the Sherman Minton Bridge over the Ohio River.	Sherman Minton bridge painting	INDOT	
Kimberly Way	Little Cedar Creek Bridge	Address deficiencies of Kimberly Way bridge over Little Cedar Creek (056C00182N). CS-1325H from MP 0.059 to MP 0.063.	Improve safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	
KIPDA Regional Rideshare Program - Kentucky*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
Kratz Lane Sidewalks		Construct sidewalks along Kratz Lane for 0.35 miles between Shelbyville Road and Old Shelbyville Road/Main Street, including drainage improvements.	Provide connectivity between Shelbyville Road and Old Shelbyville Road/Main Street.	Middletown	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1017	00136.00		2675	C	2021	\$985,400	\$1,440,200	\$2,425,600	STBG-ST	2022
					C	2021	\$1,364,400	\$0	\$1,364,400	NHPP	
							\$2,349,800	\$1,440,200	\$3,790,000		
	2560	20020.00		2675	D	2020	\$92,000	\$92,000	\$184,000	STBG-ST	2021
					D	2020	\$276,000	\$0	\$276,000	NHPP	
					C	2020	\$2,760,000	\$0	\$2,760,000	NHPP	
					C	2020	\$920,000	\$920,000	\$1,840,000	STBG-ST	
							\$4,048,000	\$1,012,000	\$5,060,000		
	2635	20021.00		2675	D	2022	\$350,000	\$0	\$350,000	STBG-ST	2023
					C	2022	\$3,500,000	\$0	\$3,500,000	STBG-ST	
							\$3,850,000	\$0	\$3,850,000		
	2636	20019.00		2675	C	2022	\$3,250,000	\$0	\$3,250,000	STBG-ST	2023
					D	2022	\$325,000	\$0	\$325,000	STBG-ST	
							\$3,575,000	\$0	\$3,575,000		
	2649	1702260		2676	C	2021	\$10,885,951	\$1,209,550	\$12,095,501	NHPP	2021
							\$10,885,951	\$1,209,550	\$12,095,501		
	2645	1702254		2676	C	2021	\$10,143,193	\$1,127,021	\$11,270,214	NHPP	2021
							\$10,143,193	\$1,127,021	\$11,270,214		
	2561	10023.00		2675	C	2020	\$134,540	\$82,460	\$217,000	STBG-ST	2021
					D	2020	\$86,800	\$53,200	\$140,000	STBG-ST	
							\$221,340	\$135,660	\$357,000		
	162	00384.00			Oper	2020	\$1,125,085	\$225,020	\$1,350,105	STBG-MPO	NA
					Oper	2021	\$1,158,840	\$231,770	\$1,390,610	STBG-MPO	
					Oper	2022	\$1,193,605	\$238,725	\$1,432,330	STBG-MPO	
					Oper	2023	\$1,229,415	\$245,885	\$1,475,300	STBG-MPO	
					Oper	2024	\$1,266,300	\$253,260	\$1,519,560	STBG-MPO	
					Oper	2025	\$1,304,290	\$260,860	\$1,565,150	STBG-MPO	
							\$7,277,535	\$1,455,520	\$8,733,055		
	2267	03039.00		2673	C	2020	\$234,382	\$58,595	\$292,977	STBG-MPO	2020
							\$234,382	\$58,595	\$292,977		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KY 22		Reconstruct KY 22 at Springcrest Drive. (Emergency culvert replacement awarded under 00371.12) CHAF IP20160177.	The purpose of this project is to provide better turning movements and improve safety on KY 22 at the intersection with Springcrest Drive, thereby improving the existing corridor and supporting the overall quality of life of the roadway users. For the three-year period from 2001-2003, there were thirty crashes on the section of roadway between Greenlawn and Brownhurst Cove Road. The Springcrest intersection is within this section. The project is needed because twelve of these crashes were rear-end crashes which could be attributed to left turns. Since KY 22 is a two-lane roadway, traffic operations are adversely impacted whenever a vehicle attempts to make a left turn at any of the intersections along the corridor. Providing left turn lanes will help the traffic flow through this corridor. Another fourteen of the crashes were either angle, head-on, or sideswipe which could be a result of the roadway geometry.	KYTC	
KY 22		KYTC Highway Plan (June, 2018): Reconstruct KY 22 at Goose Creek Road (06CCN) (2004BOPC)(14CCR). CHAF ID: IP20150195. Additional Considerations: Center turn bays, but not a continuous 3rd lane have been assumed along KY 22 from US 42 to Hurstbourne. This reflects the series of intersection improvements, not just the one at Goose Creek Road.	CHAF Purpose: Improve safety and traffic operations at the KY 22/Goose Creek Road intersection. CHAF Need: This project is needed because KY 22 near the Goose Creek Road intersection has a critical crash rate factor greater than that of similar roads in the state. There is also an inadequate capacity to handle turning movements at the intersection.	KYTC	
KY 146 Sidewalks in Eastern Jefferson County		Improve pedestrian connectivity along KY 146 from Saddlecreek Drive to the existing sidewalk near the Oldham County line.	Increase the availability and efficiency of person based multi-modal options. Improve connectivity for pedestrians by fixing the remaining sidewalk gap between I-265 in Jefferson County to Crestwood in Oldham County.	KYTC	
KY 155	Taylorsville Road	Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. Project may consider widening up to 4 travel lanes with a two-way center turn lane and consider bicycle and pedestrian facilities. CHAF ID: IP20080202.	CHAF Purpose: Improve safety, mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. CHAF Need: The Critical Rate Factor for this section of KY 155 is 1.192 for the years 2012 to 2016. The KIPDA MPO TAZ data shows a 1.6% projected future population and employment growth in the project area. Commuters use this route to get to and from Shelby and Spencer counties.	KYTC	
KY 841	Dixie Highway to I-65	Address pavement condition of PCC pavement on KY 841 from MP 0.00 to MP 10.25.	Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1445	00371.10			C	2022	\$1,740,000	\$0	\$1,740,000	STBG-ST	2023
							\$1,740,000	\$0	\$1,740,000		
	1446	00371.13			C	2020	\$1,320,000	\$0	\$1,320,000	STBG-ST	2021
							\$1,320,000	\$0	\$1,320,000		
	2508	00759.00		2673	U	2020	\$100,000	\$0	\$100,000	STBG-MPO	2023
					ROW	2020	\$100,000	\$0	\$100,000	STBG-MPO	
					C	2021	\$250,000	\$0	\$250,000	STBG-MPO	
							\$450,000	\$0	\$450,000		
	956	08908.00			D	2020	\$0	\$1,495,000	\$1,495,000	State	2025
					ROW	2022	\$0	\$1,000,000	\$1,000,000	State	
					U	2022	\$0	\$500,000	\$500,000	State	
					C	2023	\$0	\$15,930,000	\$15,930,000	State	
							\$0	\$18,925,000	\$18,925,000		
	2639	20022.00		2675	D	2022	\$725,000	\$0	\$725,000	STBG-ST	2023
					C	2022	\$7,250,000	\$0	\$7,250,000	STBG-ST	
							\$7,975,000	\$0	\$7,975,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KY 841/ Renaissance Park		KYTC Highway Plan (June, 2018): Construct new interchange on KY 841 at the Renaissance South Business Park. Project length is 1 mile. CHAF ID: 20190131.	CHAF Purpose: Relieve negative congestion and safety impacts to the existing transportation infrastructure surrounding the Renaissance South Business Park by improving access and upgrading facilities to current design and safety standards. Supplement future success of the Business Park by providing additional ingress and egress. CHAF Need: Congestion and freight delays along Outer Loop, I-65 and Gene Snyder freeway in the vicinity of and accessing Louisville International Airport, Ford's Louisville Assembly Plant and Renaissance South Business Park (UPS). Limited freight access to Renaissance South Business Park.	KYTC	
KY 864		KY 864 - Widen Beulah Church Road from 2 to 3 lanes from I-265 to Cedar Creek Road. Project length 1.627 miles. CHAF IP20080206.	Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway. The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. According to the 'Traffic Forecast Report, Jefferson County, Widen KY 864, Item No. 5-481.00', which was published January 25, 2013, the 2012 Average Daily Traffic (ADT) Count was 7,600 vehicles per day (vpd), and the projected 2035 ADT is 9,600 vpd. Additionally, the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) which is currently under design, is anticipated to bring additional traffic to the route once constructed. Safety is also a primary concern within the project corridor. Between January 2010 and February 2015, there have been 27 collisions in the project corridor, 19 with property damage, and 8 collisions with 11 with injuries.	KYTC	
KY 864		Widen KY 864 to create a northbound left turn lane between mile points 5.950 and 6.200.	Improve safety along existing infrastructure on KY 864 between mile points 5.950 and 6.200 in Jefferson County.	KYTC	
KY 913		Address pavement condition of PCC pavement from Bluegrass Parkway to Ellingsworth Lane. MP 2.384 to MP 3.072.	Manage the existing transportation network in a state of good repair.	KYTC	
KY 1020		Address pavement condition of PCC pavement from Fairdale Road to Outer Loop. MP 2.669 to MP 3.661.	Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2606	80006.00			D C	2020 2021	\$0 \$0	\$2,000,000 \$12,500,000	\$2,000,000 \$12,500,000	Local State	2024
							\$0	\$14,500,000	\$14,500,000		
	1879	00481.00			C	2025	\$9,150,000	\$0	\$9,150,000	STBG-MPO	2025
							\$9,150,000	\$0	\$9,150,000		
	2593	09016.00		2677	U C	2020 2020	\$220,000 \$250,000	\$0 \$0	\$220,000 \$250,000	HSIP-ST HSIP-ST	2021
							\$470,000	\$0	\$470,000		
	2563	20024.00		2675	D D C C	2021 2021 2021 2021	\$10,000 \$30,000 \$300,000 \$100,000	\$10,000 \$0 \$0 \$100,000	\$20,000 \$30,000 \$300,000 \$200,000	STBG-ST NHPP NHPP STBG-ST	2022
							\$440,000	\$110,000	\$550,000		
	2564	20025.00		2675	D C	2021 2021	\$60,000 \$600,000	\$15,000 \$150,000	\$75,000 \$750,000	STBG-ST STBG-ST	2022
							\$660,000	\$165,000	\$825,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KY 1450	Blue Lick Road	<p>KYTC Highway Plan (June, 2018): Widen Blue Lick Road from Snyder Freeway north to KY 61 (LOU T.I.P.) (Section 2) (RU-04DEOB)(08CCR)(12CCR)(16CCR) CHAF ID: IP20160190</p> <p>Additional Considerations: 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.</p>	<p>CHAF Purpose: The purpose of this project is to improve safety and relieve congestion while accommodating pedestrian traffic.</p> <p>CHAF Need: Blue Lick Road (KY 1450) from I-265 to Preston Highway is currently a two lane road with narrow driving lanes, no shoulders, and steep roadside ditches. The crash rate in the project area is approximately double the statewide average for similar facilities.</p>	KYTC	
KY 155	KY 155 Safety Improvements	Perform Low Cost Safety Improvements on KY 155 in Jefferson County from mile point 4.490 to mile point 5.990.	Improve safety on existing transportation infrastructure.	KYTC	
KY 1747	Stony Brook Drive to I-64	<p>KYTC Highway Plan (June, 2018): Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brooke Drive to I-64. Project length is 1.495 miles. CHAF ID: IP20130135.</p> <p>Additional Considerations: This project has been treated as a study only.</p>	<p>CHAF Purpose: Reduce congestion and improve safety along KY 1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64.</p> <p>CHAF Need: The Critical Rate Factor (CRF) for this section from 2012 to 2016 ranges from 3.18 to 5.01.</p>	KYTC	
KY 1819	Billtown Road	<p>6YP DESC - Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC) CHAF DESC - The purpose of this project is to bring geometric deficiencies up to modern roadway standards and improve corridor wide capacity and operations. CHAF ID: IP20160185. Travel Model Info - KIPDA ID 257 overrides this project as far as any model changes are concerned. Model reflects KIPDA ID 257 beginning in the 2020 scenario, which is a widening to 3 lanes from I-265 to Watterson Trail. No additional changes to Billtown Rd. are assumed to occur when KIPDA ID 1819 is OTP in 2025. KYTC needs to clarify (should consider removing KIPDA ID 257 from the MTP).</p>	Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Bi	KYTC	
KY 1931	Greenwood Road	<p>6YP DESC: Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR).</p> <p>CHAF DESC: Improve safety and mobility on Greenwood Road (KY 1931) between Greenbelt Highway (KY 1934) and Dixie Highway (US- 31W) by providing operational improvements and safety countermeasures for vehicles, pedestrians and bicyclists. CHAF IP20160186.</p>	<p>CHAF Purpose: Widen Greenwood Road from Greenbelt Highway to Dixie Highway (US 31W) (3-lane improvement) from MP 0.54 to MP 3.148. (98CCR)(R-04DEOB)(04CCR)(BOP2006P)(10CCR)(12CCR).</p> <p>CHAF NEED: Accident data for the last five years show that there have been close to 300 accidents, with an additional 95 accidents involving injuries. Cyclists and pedestrians have few accommodations.</p>	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	154	00247.10/ 00247.11			C C	2020 2021	\$4,500,000 \$6,500,000	\$0 \$0	\$4,500,000 \$6,500,000	STBG-ST STBG-ST	2023
							\$11,000,000	\$0	\$11,000,000		
	2712	09021.00		2679	C	2020	\$750,000	\$0	\$750,000	HSIP-ST	2021
							\$750,000	\$0	\$750,000		
	2607	00555.00			PE	2020	\$250,000	\$0	\$250,000	NHS	2026
							\$250,000	\$0	\$250,000		
	1819	08203.00	257		C	2024	\$0	\$2,700,000	\$2,700,000	State	2025
							\$0	\$2,700,000	\$2,700,000		
	128	00323.01/ 00323.03			C C	2022 2023	\$0 \$0	\$4,860,000 \$4,860,000	\$4,860,000 \$4,860,000	State State	2024
							\$0	\$9,720,000	\$9,720,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KY 1931	St. Andrews Church Road	Widen KY 1931 (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles. CHAF IP20080220.	The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.	KYTC	
KY 1932	Chenoweth Lane	KYTC Highway Plan (June, 2018): Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP). CHAF ID: IP20080223 From: MP 5.523 To: MP 6.590.	CHAF Purpose: The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mob CHAF Need: The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side)	KYTC	
KY 1932		Address pavement condition of PCC pavement from Hillbrook Drive to Dutchmans Lane. MP 3.21 to MP 3.80.	Maintain the existing transportation network in a state of good repair.	KYTC	
KY 1934		Address pavement condition of PCC pavement from US 31W to Greenwood Road. MP 0.00 to MP 4.44.	Maintain the existing transportation network in a state of good repair.	KYTC	
KY 1934	Greenwood Road to I-264	Address pavement condition of PCC pavement on KY 1934 from MP 4.444 to MP 9.742.	Maintain the existing transportation network in a state of good repair.	KYTC	
KY 2048	Taylorsville Road to I-64	Address pavement condition of PCC pavement on KY 2048 from MP 0.00 to MP 1.13.	Maintain existing transportation network in a state of good repair.	KYTC	
KY 2052		Address pavement condition of PCC pavement on KY 2052 from MP 0.00 to MP 4.205.	Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2214	00536.00	446		ROW	2020	\$1,220,000	\$0	\$1,220,000	STBG-MPO	2027
					ROW	2022	\$2,630,000	\$0	\$2,630,000	STBG-ST	
					U	2022	\$4,160,000	\$0	\$4,160,000	STBG-ST	
					C	2025	\$10,780,000	\$0	\$10,780,000	STBG-MPO	
							\$17,570,000	\$0	\$17,570,000		
	213	00531.00			ROW	2020	\$707,000	\$0	\$707,000	STBG-MPO	2025
					D	2020	\$650,000	\$0	\$650,000	STBG-MPO	
					C	2024	\$1,940,000	\$0	\$1,940,000	STBG-MPO	
							\$3,297,000	\$0	\$3,297,000		
	2567	20027.00		2675	D	2021	\$40,000	\$10,000	\$50,000	STBG-ST	2022
					C	2021	\$400,000	\$100,000	\$500,000	STBG-ST	
							\$440,000	\$110,000	\$550,000		
	2568	20028.00		2675	D	2021	\$65,000	\$65,000	\$130,000	STBG-ST	2022
					D	2021	\$195,000	\$0	\$195,000	NHPP	
					C	2021	\$1,950,000	\$0	\$1,950,000	NHPP	
					C	2021	\$650,000	\$650,000	\$1,300,000	STBG-ST	
							\$2,860,000	\$715,000	\$3,575,000		
	2640	20029.00		2675	D	2022	\$375,000	\$0	\$375,000	STBG-ST	2023
					C	2022	\$3,750,000	\$0	\$3,750,000	STBG-ST	
							\$4,125,000	\$0	\$4,125,000		
	2641	20030.00		2675	D	2022	\$100,000	\$0	\$100,000	STBG-ST	2023
					C	2022	\$1,000,000	\$0	\$1,000,000	STBG-ST	
							\$1,100,000	\$0	\$1,100,000		
	2569	20031.00		2675	D	2021	\$240,000	\$60,000	\$300,000	STBG-ST	2022
					C	2021	\$2,400,000	\$600,000	\$3,000,000	STBG-ST	
							\$2,640,000	\$660,000	\$3,300,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Louisville Loop Shared Use Path	Jefferson Memorial Forest (JMF) - Pond Creek	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder FWY to west terminus of the existing MSD trail approximately 2.7 miles which will include a bridge over Pond Creek.	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.	Louisville Metro	
Louisville Loop Shared Use Path	Jefferson Memorial Forest (JMF) - Dodge Gap	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.	Louisville Metro	
Louisville Loop Shared Use Path	Jefferson Memorial Forest (JMF) - Medora	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Pendleton Road at Medora Road to the beginning of Jefferson Memorial Forest property on Blevins Gap Road, approximately 1.3 miles.	Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians. Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible. Encourage a wide range of users including families, children, people with disabilities, and athletes to improve their health and fitness. Celebrate the natural and cultural history of Louisville.	Louisville Metro	
Louisville Loop Shared Use Path - McNeely Lake Park Segment	McNeely Lake Park Loop	Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.	McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessibility from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities. The McNeely Lake Park segment of the Loop will provide better linkages for pedestrians, bicyclists and people with disabilities from nearby Wilt Elementary School and surrounding neighborhoods to the park, its recreational facilities and the existing path system. The proposed path will also provide non-motorized connectivity between neighborhoods on both the east and west sides of the park.	Louisville Metro	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2086	00489.00	1857		D	2020	\$466,710	\$116,677	\$583,387	STBG-MPO	2023
							\$466,710	\$116,677	\$583,387	\$0.00	\$2,023.00
	2087	00523.00	1857		D	2020	\$258,814	\$64,703	\$323,517	STBG-MPO	2023
							\$258,814	\$64,703	\$323,517		
	2092	00524.00	1857		D	2020	\$146,829	\$36,707	\$183,536	STBG-MPO	2023
							\$146,829	\$36,707	\$183,536		
	2539		1857		C	2020	\$1,999,277	\$454,381	\$2,453,658	TA-MPO	2021
							\$1,999,277	\$454,381	\$2,453,658		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Main Street/ Story Avenue Intersection		Intersection rebuild at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east, taking an unsignalized intersection that accommodates three one-way segments and transforming it into a more traditional four-legged intersection; including a new traffic signal, lane markings, crosswalks, and related lane-assignment signage .	Project will enhance pedestrian and bicycle safety and mobility by signaling the intersection and eliminating free flow conditions.	Louisville Metro	
Northeast Louisville Loop MET Section 1	Shelbyville Road-Beckley Woods to Beckley Station	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Woods to Beckley Station, 0.5 miles.	To improve pedestrian and bicycling access.	Louisville Metro	
Northeast Louisville Loop MET Section 2	Shelbyville Road-Beckley station to Bircham Road	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.	To improve pedestrian and bicycling access.	Louisville Metro	
Northeast Louisville Loop MET Section 4	Shelbyville Rd-Beckley Creek Park to Eastwood Cut- off Road	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.	To improve pedestrian and bicycling access.	Louisville Metro	
Ohio River Levee Trail - Phase III		Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.	Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.	Louisville Metro	
Old Clark Station Road	Brush Run Bridge	Address deficiencies of Old Clark Station bridge over Brush Run (056C00167N) CS-1004J from MP 0.006 to MP 0.014.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2388	00561.00			D	2020	\$100,000	\$25,000	\$125,000	STBG-MPO	2021
					ROW	2020	\$76,000	\$19,000	\$95,000	STBG-MPO	
					C	2021	\$3,314,319	\$828,580	\$4,142,899	STBG-MPO	
							\$3,490,319	\$872,580	\$4,362,899		
	2268	03030.10	1856		U	2020	\$50,000	\$12,500	\$62,500	STBG-MPO	2020
					C	2020	\$700,000	\$175,000	\$875,000	STBG-MPO	
							\$750,000	\$187,500	\$937,500		
	2269	03030.20	1856		U	2021	\$200,000	\$40,000	\$240,000	STBG-MPO	2021
					C	2021	\$1,100,000	\$275,000	\$1,375,000	STBG-MPO	
							\$1,300,000	\$315,000	\$1,615,000		
	2271	03030.40	1856		ROW	2020	\$350,000	\$87,500	\$437,500	STBG-MPO	2022
					U	2021	\$150,000	\$37,500	\$187,500	STBG-MPO	
					C	2021	\$1,000,000	\$250,000	\$1,250,000	STBG-MPO	
							\$1,500,000	\$375,000	\$1,875,000		
	1109	00505.00	2771		U	2021	\$750,000	\$187,500	\$937,500	STBG-MPO	2022
					C	2021	\$3,000,000	\$750,000	\$3,750,000	STBG-MPO	
							\$3,750,000	\$937,500	\$4,687,500		
	2570	10022.00		2675	D	2020	\$86,800	\$53,200	\$140,000	STBG-ST	2022
					C	2020	\$221,340	\$135,660	\$357,000	STBG-ST	
							\$308,140	\$188,860	\$497,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Old Henry Road*	Crestwood Bypass - Section 1 - I-265 to Ash Avenue	Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.	The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County. This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.	KYTC	
Old Westport Road	Goose Creek Bridge	Address deficiencies of Old West Road bridge over Goose Creek (056C00113N) CS-1079 from MP 0.03 to MP 0.038.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	
Olmsted Parkways Multi-Use Path System Section 2	Algonquin Parkway - 41st Street to Beech Street	Construction of a 1.0 mile shared use path system along Algonquin Parkway between 41st Street and Beech Street.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	
Olmsted Parkways Multi-Use Path System Section 3	Algonquin Parkway - Beech Street to Cypress Street	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	
Olmsted Parkways Multi-Use Path System Section 6	Southern Parkway - South 3rd Street to Woodlawn Avenue	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	
Olmsted Parkways Multi-Use Path System Section 7	Southern Parkway - Woodlawn Avenue to New Cut Road	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	
Olmsted Parkways Multi-Use Path System Section 8	Southern Parkway - South 3rd Street to New Cut Road	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	
Olmsted Parkways Multi-Use Path System Section 9	Algonquin Parkway - 41st Street to Winkler Avenue	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.	Louisville Metro	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1936	00367.20/ 00367.21			C	2021	\$0	\$10,000,000	\$10,000,000	State	2024
					C	2022	\$0	\$8,500,000	\$8,500,000	State	
							\$0	\$18,500,000	\$18,500,000		
	2579	10008.00		2675	D	2020	\$108,500	\$66,500	\$175,000	STBG-ST	2021
					C	2020	\$186,620	\$114,380	\$301,000	STBG-ST	
							\$295,120	\$180,880	\$476,000		
	2623	03709.00	1273		ROW	2020	\$739,484	\$184,871	\$924,355	STBG-MPO	2025
					U	2021	\$73,216	\$18,304	\$91,520	STBG-MPO	
					C	2025	\$3,000,000	\$750,000	\$3,750,000	STBG-MPO	
							\$3,812,700	\$953,175	\$4,765,875		
	2624	03709.00	1273		ROW	2020	\$308,370	\$77,093	\$385,463	STBG-MPO	2025
					U	2021	\$34,026	\$8,507	\$42,533	STBG-MPO	
					C	2025	\$1,600,000	\$400,000	\$2,000,000	STBG-MPO	
							\$1,942,396	\$485,600	\$2,427,996		
	2627		1273		D	2020	\$402,435	\$91,464	\$493,899	STBG-MPO	2023
					C	2022	\$843,852	\$220,108	\$1,063,960	STBG-MPO	
							\$1,246,287	\$311,572	\$1,557,859		
	2628		1273		D	2020	\$316,195	\$71,864	\$388,059	STBG-MPO	2023
					C	2022	\$1,091,813	\$280,138	\$1,371,951	STBG-MPO	
							\$1,408,008	\$352,002	\$1,760,010		
	2629		1273		D	2020	\$119,119	\$21,085	\$140,204	STBG-MPO	2025
					C	2025	\$4,500,000	\$1,125,000	\$5,625,000	STBG-MPO	
							\$4,619,119	\$1,146,085	\$5,765,204		
	2630		1273		D	2020	\$152,251	\$34,603	\$186,854	STBG-MPO	2025
					C	2025	\$2,000,000	\$500,000	\$2,500,000	STBG-MPO	
							\$2,152,251	\$534,603	\$2,686,854		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
One-Way Street Conversion to Two-Way Phase 1		Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.	Louisville Metro	
Outer Loop Circulator		The Outer Loop Circulator trips will complement and enhance the existing level of service and ridership on the connecting routes: Route 4 - 150 weekday trips, 3,500 average weekday boardings, 85,000 total monthly boardings; Route 6 - 61 weekday trips, 1,700 average weekday boardings, 40,000 total monthly boardings; Route 18 - 146 weekday trips, 7,000 average weekday boardings, 180,000 total monthly boardings; Route 45X - 10 weekday trips, 75 average weekday boardings, 2,000 total monthly boardings. Funding for service begins FY 2020.	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.	TARC	
Patti Lane Sidewalk Safety Improvement Project		Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create manageable commercial entrances for each business.	Patti Lane is a Classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.	Jeffersontown	
Pedestrian-Focused Mobility Upgrades		Construct new ADA-complaint ramps at all corner-to-corner intersections along Blossom Lane, Bayberry Place, Hermitage Way, and Stonehurst Drive.	The outcome of this project eradicates the unsafe conditions that currently exist when pedestrians especially older adults, persons with vision impairments, and individuals with mobility challenges. Currently, crossing at intersections requires crossing over grassy easements, drainage ditches, culverts, and grates or by using driveway aprons.	Plantation	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1809	00470.00			C	2020	\$4,000,000	\$0	\$4,000,000	STBG-MPO	2020
							\$4,000,000	\$0	\$4,000,000		
	2667				Oper	2020	\$370,400	\$92,600	\$463,000	CMAQ-ST	2022
					Oper	2021	\$370,400	\$92,600	\$463,000	CMAQ-ST	
					Oper	2022	\$370,400	\$92,600	\$463,000	CMAQ-ST	
							\$1,111,200	\$277,800	\$1,389,000		
	2385			2673	C	2020	\$564,344	\$141,086	\$705,430	STBG-MPO	2020
							\$564,344	\$141,086	\$705,430		
	2715			2673	D	2020	\$44,000	\$8,800	\$52,800	TA-ST	2020
					ROW	2020	\$5,000	\$1,000	\$6,000	TA-ST	
					U	2020	\$10,000	\$2,000	\$12,000	TA-ST	
					C	2020	\$14,520	\$5,580	\$20,100	TA-ST	
							\$73,520	\$17,380	\$90,900		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Plantside Drive		Extend Plantside Drive from Rehl Road to Taylorsville Road.	CHAF Purpose: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, and 4) Mobility within designated freight corridors. CHAF Need: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.	KYTC	
River Road		Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.	This project will improve access to downtown Louisville and the waterfront.	Louisville Metro	
River Road	Goose Creek Bridge	Address deficiencies of bridge over Goose Creek on River Road (CR 1001B) 0.2 miles north of Lime Kiln Road (CR 1002B) (056C00130N) from MP 3.80 to MP 3.87.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	
River Road Bicycle & Pedestrian Improvements	Ohio River Valley Northeast Improvements	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.	Louisville Metro	
River Road Extension		Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	Project will extend roadway corridor.	Louisville Metro	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2608	80003.00			D	2020	\$0	\$750,000	\$750,000	State	2026
							\$0	\$750,000	\$750,000		
	163	00091.02			C	2020	\$17,270,000	\$0	\$17,270,000	STBG-MPO	2021
							\$17,270,000	\$0	\$17,270,000		
	2573	01079.00		2675	D	2020	\$195,300	\$119,700	\$315,000	STBG-ST	2022
					C	2020	\$1,613,240	\$988,760	\$2,602,000	STBG-ST	
							\$1,808,540	\$1,108,460	\$2,917,000		
	1423	00499.00			D	2020	\$200,000	\$50,000	\$250,000	STBG-MPO	2035
					C	2025	\$2,250,000	\$562,500	\$2,812,500	STBG-MPO	
							\$2,450,000	\$612,500	\$3,062,500		
	1338	00091.08			D	2020	\$550,000	\$123,750	\$673,750	STBG-MPO	2024
					ROW	2020	\$540,000	\$121,500	\$661,500	STBG-MPO	
					U	2020	\$540,000	\$121,500	\$661,500	STBG-MPO	
					C	2022	\$7,000,000	\$1,600,000	\$8,600,000	STBG-MPO	
							\$8,630,000	\$1,966,750	\$10,596,750		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
River Road Multi-Modal Improvements - 3rd Street to 7th Street		<p>Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate.</p> <p>This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet.</p> <p>Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.</p>	<p>Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate.</p> <p>The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.</p>	Louisville Metro	
Riverport Circulator - Access to Jobs in Southwest Louisville		<p>The Riverport Circulator Project will expand public transportation service in the Riverport employment center, and connect homes to jobs in the Southwest Metro Area, adding connections to arterial routes 19 and 63, crosstown route 29, express route 50X, local route 18-Dixie-Preston Hwy, and the proposed BRT service on Dixie Highway. Funding for service begins in FY 2018.</p>	<p>The TARC Riverport Circulator project will significantly improve transit connectivity and increase people-moving capacity to this employment center. Trips made by bus to the southwest neighborhoods and Riverport businesses will be more convenient and attractive for all users, especially commuters, which will increase ridership while reducing vehicle miles traveled, saving energy and improving the air quality/reducing greenhouse gas emissions.</p>	TARC	
Ruckriegel Parkway Sidewalk Improvement		<p>Construct new sidewalks by filling in the gaps of existing sidewalks along the project corridor and upgrading all ADA Compliant ramps and pedestrian crosswalks along Ruckriegel Parkway between Taylorsville Road and Billtown Road.</p>	<p>Citizens have been voice concern with the gaps in the existing sidewalks along the project corridor. Given the amount of development and land use existing in the area it is important to complete these improvements at this time.</p>	Jeffersontown	
Scenic Loop	Beargrass Creek Bridge	<p>Address deficiencies of Scenic Loop bridge over mid fork Beargrass Creek (056C00027N) CS 1003G from MP 1.796 to MP 1.808.</p>	<p>Increase safety for all users. Maintain the existing transportation network in a state of good repair.</p>	KYTC	

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Section 5310 Program*		TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.	Transit improvements for seniors and individuals with disabilities.	TARC	
Stonebridge Road		Address deficiencies of Stonebridge Road bridge over tributary Muddy Fork Beargrass (056C00240N) CS-1096 from MP 0.0008 to MP 0.022.	Increase safety for all users. Maintain the existing transportation network in a state of good repair.	KYTC	
Stony Brook Drive Sidewalk Connector		Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.	Complete pedestrian connectivity. The project will provide a newly formed pedestrian connector from one major arterial (Bardstown Road) to another major arterial (Taylorsville Road). Louisville Metro has recently filled in some of the smaller gaps along Stony Brook Drive with new sidewalk connections throughout this major residential area.	Louisville Metro	
TARC Architectural and Engineering Services	FY 2020 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	
TARC Architectural and Engineering Services	FY 2021 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	
TARC Architectural and Engineering Services	FY 2022 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	
TARC Architectural and Engineering Services	FY 2023 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	
TARC Architectural and Engineering Services	FY 2024 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	
TARC Architectural and Engineering Services	FY 2025 Section 5307	Architectural and engineering consulting for TARC renovation projects at Union Station and 29th & Broadway facilities.	These projects will improve TARC's energy and operational efficiency, allowing us to focus our resources on customer service.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2291				Transit Capital	2020	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	NA
					Transit Capital	2021	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	
					Transit Capital	2022	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	
					Transit Capital	2023	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	
					Transit Capital	2024	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	
					Transit Capital	2025	\$1,004,787	\$251,197	\$1,255,984	Sect 5310	
							\$6,028,722	\$1,507,182	\$7,535,904		
	2576	10011.00		2675	D	2020	\$130,200	\$79,800	\$210,000	Bridge	2021
					C	2020	\$327,360	\$200,640	\$528,000	Bridge	
							\$457,560	\$280,440	\$738,000		
	2594			2673	ROW	2020	\$22,000	\$5,000	\$27,000	STBG-MPO	2024
					C	2022	\$300,000	\$70,000	\$370,000	STBG-MPO	
							\$322,000	\$75,000	\$397,000		
	2434		585		Transit Capital	2020	\$82,325	\$20,581	\$102,906	Sect 5307	2020
							\$82,325	\$20,581	\$102,906		
	2435		585		Transit Capital	2021	\$83,972	\$20,993	\$104,965	Sect 5307	2021
							\$83,972	\$20,993	\$104,965		
	2794		585		Transit Capital	2022	\$83,972	\$20,993	\$104,965	Sect 5307	2022
							\$83,972	\$20,993	\$104,965		
	2795		585		Transit Capital	2023	\$83,972	\$20,993	\$104,965	Sect 5307	2023
							\$83,972	\$20,993	\$104,965		
	2796		585		Transit Capital	2024	\$83,972	\$20,993	\$104,965	Sect 5307	2024
							\$83,972	\$20,993	\$104,965		
	2797		585		Transit Capital	2025	\$83,972	\$20,993	\$104,965	Sect 5307	2025
							\$83,972	\$20,993	\$104,965		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Capital Cost of Contracting	FY 2020 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Capital Cost of Contracting	FY 2021 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Capital Cost of Contracting	FY 2022 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Capital Cost of Contracting	FY 2023 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Capital Cost of Contracting	FY 2024 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Capital Cost of Contracting	FY 2025 Section 5307	Contracted operation of a single fixed route service in the Bluegrass Industrial Park.	TARC will contract for operation of a single fixed route service in the Bluegrass Industrial Park.	TARC	
TARC Critical Fleet Replacement Program		Replacement of 45 of TARC's oldest buses, which will reduce reliance on vehicles that are beyond their intended service life. The project will significantly improve the condition and reliability of TARC's fixed route fleet.	<p>"This project addresses an unmet need for capital investment in bus vehicles by replacing 45 of TARC's oldest buses, which have frequent breakdowns and excessive repair costs. It will lower the average age of vehicles in the fleet and reduce the cost of maintaining outdated vehicles, improve reliability, safety, and fuel-efficiency.</p> <p>This project addresses a periodic need that cannot reasonably be funded from FTA formula program allocations and State or local resources."</p>	TARC	
TARC Management Information System Hardware	FY 2020 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	
TARC Management Information System Hardware	FY 2021 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	
TARC Management Information System Hardware	FY 2022 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	
TARC Management Information System Hardware	FY 2023 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2422		585		Transit Capital	2020	\$20,375	\$5,094	\$25,469	Sect 5307	2020
							\$20,375	\$5,094	\$25,469		
	2423		585		Transit Capital	2021	\$20,783	\$5,196	\$25,979	Sect 5307	2021
							\$20,783	\$5,196	\$25,979		
	2790		585		Transit Capital	2022	\$20,783	\$5,196	\$25,979	Sect 5307	2022
							\$20,783	\$5,196	\$25,979		
	2791		585		Transit Capital	2023	\$20,783	\$5,196	\$25,979	Sect 5307	2023
							\$20,783	\$5,196	\$25,979		
	2792		585		Transit Capital	2024	\$20,783	\$5,196	\$25,979	Sect 5307	2024
							\$20,783	\$5,196	\$25,979		
	2793		585		Transit Capital	2025	\$20,783	\$5,196	\$25,979	Sect 5307	2025
							\$20,783	\$5,196	\$25,979		
	2834		585		Transit Capital	2020	\$17,274,996	\$4,318,749	\$21,593,745	Sect 5339	2020
							\$17,274,996	\$4,318,749	\$21,593,745		
	2442		585		Transit Capital	2020	\$72,215	\$18,054	\$90,269	Sect 5307	2020
							\$72,215	\$18,054	\$90,269		
	2443		585		Transit Capital	2021	\$73,659	\$18,415	\$92,074	Sect 5307	2021
							\$73,659	\$18,415	\$92,074		
	2806		585		Transit Capital	2022	\$73,659	\$18,415	\$92,074	Sect 5307	2022
							\$73,659	\$18,415	\$92,074		
	2807		585		Transit Capital	2023	\$73,659	\$18,415	\$92,074	Sect 5307	2023
							\$73,659	\$18,415	\$92,074		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Management Information System Hardware	FY 2024 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	
TARC Management Information System Hardware	FY 2025 Section 5307	Purchase computer hardware to support operations and administration.	TARC will procure new and replacement computer hardware to support operations and administration.	TARC	
TARC Management Information System Software	FY 2020 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Management Information System Software	FY 2021 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Management Information System Software	FY 2022 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Management Information System Software	FY 2023 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Management Information System Software	FY 2024 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Management Information System Software	FY 2025 Section 5307	Purchase computer software to support operations and administration.	TARC will procure new and replacement computer software to support operations and administration.	TARC	
TARC Non-Fixed Route ADA Paratransit Service	FY 2020 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	
TARC Non-Fixed Route ADA Paratransit Service	FY 2021 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	
TARC Non-Fixed Route ADA Paratransit Service	FY 2022 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	
TARC Non-Fixed Route ADA Paratransit Service	FY 2023 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	
TARC Non-Fixed Route ADA Paratransit Service	FY 2024 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2808		585		Transit Capital	2024	\$73,659	\$18,415	\$92,074	Sect 5307	2024
							\$73,659	\$18,415	\$92,074		
	2809		585		Transit Capital	2025	\$73,659	\$18,415	\$92,074	Sect 5307	2025
							\$73,659	\$18,415	\$92,074		
	2446		585		Transit Capital	2020	\$72,215	\$18,054	\$90,269	Sect 5307	2020
							\$72,215	\$18,054	\$90,269		
	2447		585		Transit Capital	2021	\$73,659	\$18,415	\$92,074	Sect 5307	2021
							\$73,659	\$18,415	\$92,074		
	2814		585		Transit Capital	2022	\$73,659	\$18,415	\$92,074	Sect 5307	2022
							\$73,659	\$18,415	\$92,074		
	2815		585		Transit Capital	2023	\$73,659	\$18,415	\$92,074	Sect 5307	2023
							\$73,659	\$18,415	\$92,074		
	2816		585		Transit Capital	2024	\$73,659	\$18,415	\$92,074	Sect 5307	2024
							\$73,659	\$18,415	\$92,074		
	2817		585		Transit Capital	2025	\$73,659	\$18,415	\$92,074	Sect 5307	2025
							\$73,659	\$18,415	\$92,074		
	2426		585		Transit Capital	2020	\$3,528,425	\$882,106	\$4,410,531	Sect 5307	2020
							\$3,528,425	\$882,106	\$4,410,531		
	2427		585		Transit Capital	2021	\$3,598,994	\$899,748	\$4,498,742	Sect 5307	2021
							\$3,598,994	\$899,748	\$4,498,742		
	2798		585		Transit Capital	2022	\$3,598,994	\$899,748	\$4,498,742	Sect 5307	2022
							\$3,598,994	\$899,748	\$4,498,742		
	2799		585		Transit Capital	2023	\$3,598,994	\$899,748	\$4,498,742	Sect 5307	2023
							\$3,598,994	\$899,748	\$4,498,742		
	2800		585		Transit Capital	2024	\$3,598,994	\$899,748	\$4,498,742	Sect 5307	2024
							\$3,598,994	\$899,748	\$4,498,742		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Non-Fixed Route ADA Paratransit Service	FY 2025 Section 5307	Paratransit operations and maintenance.	TARC will contract for complementary paratransit service.	TARC	
TARC Preventive Maintenance Program	FY 2020 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Preventive Maintenance Program	FY 2021 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Preventive Maintenance Program	FY 2022 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Preventive Maintenance Program	FY 2023 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Preventive Maintenance Program	FY 2024 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Preventive Maintenance Program	FY 2025 Section 5307	Maintenance of transit vehicles and support vehicles.	Preventive maintenance to ensure the safety and maximum efficiency of all property owned and operated by TARC.	TARC	
TARC Purchase Shop Equipment	FY 2021 Section 5339	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.	TARC	
TARC Purchase Shop Equipment	FY 2022 Section 5339	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.	TARC	
TARC Purchase Shop Equipment	FY 2023 Section 5339	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.	TARC	
TARC Purchase Shop Equipment	FY 2024 Section 5339	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.	TARC	
TARC Purchase Shop Equipment	FY 2025 Section 5339	Purchase maintenance shop equipment to maintain transit fleet and support vehicles.	TARC will apply these funds to purchasing shop equipment to maintain state of good repair for its fixed route fleet and support vehicles.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2801		585		Transit Capital	2025	\$3,598,994	\$899,748	\$4,498,742	Sect 5307	2025
							\$3,598,994	\$899,748	\$4,498,742		
	2430		585		Transit Capital	2020	\$10,450,801	\$2,612,700	\$13,063,501	Sect 5307	2020
							\$10,450,801	\$2,612,700	\$13,063,501		
	2431		585		Transit Capital	2021	\$10,659,817	\$2,664,954	\$13,324,771	Sect 5307	2021
							\$10,659,817	\$2,664,954	\$13,324,771		
	2802		585		Transit Capital	2022	\$10,659,817	\$2,664,954	\$13,324,771	Sect 5307	2022
							\$10,659,817	\$2,664,954	\$13,324,771		
	2803		585		Transit Capital	2023	\$10,659,817	\$2,664,954	\$13,324,771	Sect 5307	2023
							\$10,659,817	\$2,664,954	\$13,324,771		
	2804		585		Transit Capital	2024	\$10,659,817	\$2,664,954	\$13,324,771	Sect 5307	2024
							\$10,659,817	\$2,664,954	\$13,324,771		
	2805		585		Transit Capital	2025	\$10,659,817	\$2,664,954	\$13,324,771	Sect 5307	2025
							\$10,659,817	\$2,664,954	\$13,324,771		
	2458		585		Transit Capital	2021	\$395,519	\$98,880	\$494,399	Sect 5339	2021
							\$395,519	\$98,880	\$494,399		
	2826		585		Transit Capital	2022	\$395,519	\$98,880	\$494,399	Sect 5339	2022
							\$395,519	\$98,880	\$494,399		
	2827		585		Transit Capital	2023	\$395,519	\$98,880	\$494,399	Sect 5339	2023
							\$395,519	\$98,880	\$494,399		
	2828		585		Transit Capital	2024	\$395,519	\$98,880	\$494,399	Sect 5339	2024
							\$395,519	\$98,880	\$494,399		
	2829		585		Transit Capital	2025	\$395,519	\$98,880	\$494,399	Sect 5339	2025
							\$395,519	\$98,880	\$494,399		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Purchase Support Vehicles	FY 2020 Section 5339	Purchase replacement support vehicles.	TARC will purchase support vehicles to replace existing vehicles that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2020 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2021 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2022 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2023 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2024 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) 40' Buses	FY 2025 Section 5339	Purchase two (2) forty-foot, low-floor diesel buses.	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.	TARC	
TARC Purchase Two (2) Extended Range Electric Buses		Purchase two (2) extended range full battery-electric transit buses, and two (2) depot chargers.	TARC will replace two (2) diesel buses that are past their useful life. TARC's primary goal for the project is the replacement of high emission buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and becoming more sustainable. A secondary goal is to compare the operating costs and characteristics of these extended range buses with TARC's existing fastcharge electric buses. A portion of the funds requested will provide one 50 kW depot charger for each bus. The depot chargers will be located in TARC's Union Station bus storage building, where charging will occur overnight.	TARC	
TARC Rehab Administrative Building	FY 2021 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	
TARC Rehab Administrative Building	FY 2022 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2457		585		Transit Capital	2020	\$219,920	\$54,981	\$274,901	Sect 5339	2020
							\$219,920	\$54,981	\$274,901		
	2453		585		Transit Capital	2020	\$779,920	\$194,981	\$974,901	Sect 5339	2020
							\$779,920	\$194,981	\$974,901		
	2454		585		Transit Capital	2021	\$795,519	\$198,880	\$994,399	Sect 5339	2021
							\$795,519	\$198,880	\$994,399		
	2822		585		Transit Capital	2022	\$795,519	\$198,880	\$994,399	Sect 5339	2022
							\$795,519	\$198,880	\$994,399		
	2823		585		Transit Capital	2023	\$795,519	\$198,880	\$994,399	Sect 5339	2023
							\$795,519	\$198,880	\$994,399		
	2824		585		Transit Capital	2024	\$795,519	\$198,880	\$994,399	Sect 5339	2024
							\$795,519	\$198,880	\$994,399		
	2825		585		Transit Capital	2025	\$795,519	\$198,880	\$994,399	Sect 5339	2025
							\$795,519	\$198,880	\$994,399		
	2668				Transit Capital	2020	\$1,564,160	\$391,040	\$1,955,200	CMAQ	2022
							\$1,564,160	\$391,040	\$1,955,200		
	2462		585		Transit Capital	2021	\$400,000	\$100,000	\$500,000	Sect 5339	2021
							\$400,000	\$100,000	\$500,000		
	2830		585		Transit Capital	2022	\$400,000	\$100,000	\$500,000	Sect 5339	2022
							\$400,000	\$100,000	\$500,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Rehab Administrative Building	FY 2023 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	
TARC Rehab Administrative Building	FY 2024 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	
TARC Rehab Administrative Building	FY 2025 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	
TARC Rehab Administrative Facility	FY 2020 Section 5339	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.	TARC will apply these funds to a rehabilitation project for an existing administrative building.	TARC	
TARC Replacement Bus Parts	FY 2020 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Replacement Bus Parts	FY 2021 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Replacement Bus Parts	FY 2022 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Replacement Bus Parts	FY 2023 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Replacement Bus Parts	FY 2024 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Replacement Bus Parts	FY 2025 Section 5307	Purchase replacement bus parts for maintenance of vehicles.	TARC will procure replacement bus parts for maintenance to vehicles.	TARC	
TARC Security Enhancements	FY 2020 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	
TARC Security Enhancements	FY 2021 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	
TARC Security Enhancements	FY 2022 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	
TARC Security Enhancements	FY 2023 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2831		585		Transit Capital	2023	\$400,000	\$100,000	\$500,000	Sect 5339	2023
							\$400,000	\$100,000	\$500,000		
	2832		585		Transit Capital	2024	\$400,000	\$100,000	\$500,000	Sect 5339	2024
							\$400,000	\$100,000	\$500,000		
	2833		585		Transit Capital	2025	\$400,000	\$100,000	\$500,000	Sect 5339	2025
							\$400,000	\$100,000	\$500,000		
	2455		585		Transit Capital	2020	\$560,000	\$140,000	\$700,000	Sect 5339	2020
							\$560,000	\$140,000	\$700,000		
	2450		585		Transit Capital	2020	\$72,215	\$18,054	\$90,269	Sect 5307	2020
							\$72,215	\$18,054	\$90,269		
	2451		585		Transit Capital	2021	\$73,659	\$18,415	\$92,074	Sect 5307	2021
							\$73,659	\$18,415	\$92,074		
	2818		585		Transit Capital	2022	\$73,659	\$18,415	\$92,074	Sect 5307	2022
							\$73,659	\$18,415	\$92,074		
	2819		585		Transit Capital	2023	\$73,659	\$18,415	\$92,074	Sect 5307	2023
							\$73,659	\$18,415	\$92,074		
	2820		585		Transit Capital	2024	\$73,659	\$18,415	\$92,074	Sect 5307	2024
							\$73,659	\$18,415	\$92,074		
	2821		585		Transit Capital	2025	\$73,659	\$18,415	\$92,074	Sect 5307	2025
							\$73,659	\$18,415	\$92,074		
	2438		585		Transit Capital	2020	\$144,430	\$36,108	\$180,538	Sect 5307	2020
							\$144,430	\$36,108	\$180,538		
	2439		585		Transit Capital	2021	\$147,319	\$36,830	\$184,149	Sect 5307	2021
							\$147,319	\$36,830	\$184,149		
	2810		585		Transit Capital	2022	\$147,319	\$36,830	\$184,149	Sect 5307	2022
							\$147,319	\$36,830	\$184,149		
	2811		585		Transit Capital	2023	\$147,319	\$36,830	\$184,149	Sect 5307	2023
							\$147,319	\$36,830	\$184,149		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
TARC Security Enhancements	FY 2024 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	
TARC Security Enhancements	FY 2025 Section 5307	Purchase facilities and bus surveillance equipment.	TARC will procure new and replacement cameras and monitoring equipment for facilities and fixed route buses.	TARC	
Third Street Road		Construct 1,200 feet of new sidewalk along the south side of Third Street Road between Clayborne Road and Bruce Avenue.	The new sidewalk would connect existing sidewalks on the south side of Third Street Road between Clayborne Road and Bruce Avenue. This will provide continuous and safe access for pedestrians, including school children attending local schools, Kenwood Elementary School, Auburndale Elementary School, St. Nicholas Academy, and Lassiter Middle School.	Louisville Metro	
University of Louisville Pedestrian Improvements		Install or retrofit 400 or more lighting fixtures throughout campus including the "L Trail", Humanities Building and other campus sidewalk locations.	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.	Univ. of Louisville	
University of Louisville Pedestrian Improvements	ADA Curb Cuts & Ramps	Install or upgrade ADA accessible curb cuts/ ramps throughout Belknap Campus.	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.	Univ. of Louisville	
US 31		Address pavement condition of PCC pavement from MP 14.51 to 14.96.	Maintain the existing transportation network in a state of good repair.	KYTC	
US 31E	South Fork Beargrass Creek Bridge	Address deficiencies of US 31E bridge over south fork Beargrass Creek (056B00137N) from MP 16.353 to MP 16.361.	Increase safety for all users. Maintain the existing transportation network in a state of good repairs.	KYTC	
US 31W	Jefferson-Bullitt County Line to KY 841	Address pavement condition on US 31W from MP 0.00 to MP 7.25.	Maintain the existing transportation network in a state of good repair.	KYTC	
US 60	Lane Widening	Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN) (Locals will do design for \$330,000). Project length is 0.396 miles. CHAF IP20160176.	Improve safety and mobility. The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2812		585		Transit Capital	2024	\$147,319	\$36,830	\$184,149	Sect 5307	2024
							\$147,319	\$36,830	\$184,149		
	2813		585		Transit Capital	2025	\$147,319	\$36,830	\$184,149	Sect 5307	2025
							\$147,319	\$36,830	\$184,149		
	2367	03505.00		2673	C	2020	\$203,000	\$0	\$203,000	SRTS	2020
							\$203,000	\$0	\$203,000		
	2225	03218.00		2673	C	2020	\$359,270	\$89,818	\$449,088	STBG-MPO	2021
							\$359,270	\$89,818	\$449,088		
	2585	03220.00		2673	C	2020	\$350,000	\$87,500	\$437,500	STBG-MPO	2021
							\$350,000	\$87,500	\$437,500		
	2577	20032.00		2675	D	2020	\$75,000	\$0	\$75,000	STBG-ST	2021
					C	2020	\$750,000	\$0	\$750,000	STBG-ST	
							\$825,000	\$0	\$825,000		
	2578	10018.00		2675	D	2020	\$126,000	\$0	\$126,000	NHPP	2021
					D	2020	\$91,000	\$133,000	\$224,000	STBG-ST	
					C	2020	\$251,160	\$367,080	\$618,240	STBG-ST	
					C	2020	\$347,760	\$0	\$347,760	NHPP	
							\$815,920	\$500,080	\$1,316,000		
	2642	20039.00		2675	C	2022	\$965,000	\$0	\$965,000	STBG-ST	2023
							\$965,000	\$0	\$965,000		
	2598	08952.00			D	2020	\$0	\$330,000	\$330,000	Local	2024
					ROW	2020	\$0	\$410,000	\$410,000	State	
					U	2020	\$0	\$460,000	\$460,000	State	
					C	2021	\$0	\$1,000,000	\$1,000,000	State	
							\$0	\$2,200,000	\$2,200,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
US 60	Old Shelbyville Road to North English Station Road	Widen US 60 to 6 lanes from Old Shelbyville Road to North English Stations Road.	The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Serve recent and planned growth.	KYTC	
Various Intersection Improvement Projects in Jefferson County		<p>Preliminary design and study to determine low cost improvements at various intersections within Jefferson County:</p> <ol style="list-style-type: none"> 1. KY 1865 at on and off ramps for EB 1-264 and Exit 9 and West Ashland Ave between mile points 5.404 and 5.604. 2. US 150 at KY 1020 Intersection between mile points 2.460 and 2.660. 3. KY 1065 at Grade Lane between mile points 3.094 and 3.294. 4. KY 1934 at KY 1727 between mile points 7.082 and 7.282. 5. W. Broadway (CS-1021F) at S. 26th Street (CS-1038F) between mile points 0.263 and 0.463. 6. KY 1747 at on and off ramps between mile points 11.890 and 12.090. 7. US 60A at SB KY 61 between mile points 4.450 and 4.650. 8. US 31W at Blanton Lane between mile points 12.435 and 12.635. 9. KY 1934 at KY 2051 between mile points 7.624 and 7.824. 10. KY 61 at Glen Rose Road at Boerste Way between mile points 2.026 and 2.226. 11. US 31W at San Jose Ave between mile points 14.077 and 14.277. 	<p>To improve safety at the following identified intersections:</p> <ol style="list-style-type: none"> 1. KY 1865 at on and off ramps for EB 1-264 and Exit 9 and West Ashland Ave between mile points 5.404 and 5.604. 2. US 150 at KY 1020 Intersection between mile points 2.460 and 2.660. 3. KY 1065 at Grade Lane between mile points 3.094 and 3.294. 4. KY 1934 at KY 1727 between mile points 7.082 and 7.282. 5. W. Broadway (CS-1021F) at S. 26th Street (CS-1038F) between mile points 0.263 and 0.463. 6. KY 1747 at on and off ramps between mile points 11.890 and 12.090. 7. US 60A at SB KY 61 between mile points 4.450 and 4.650. 8. US 31W at Blanton Lane between mile points 12.435 and 12.635. 9. KY 1934 at KY 2051 between mile points 7.624 and 7.824. 10. KY 61 at Glen Rose Road at Boerste Way between mile points 2.026 and 2.226. 11. US 31W at San Jose Ave between mile points 14.077 and 14.277. 	KYTC	
Watterson Trail Phase I		Construct new curb and gutters along the project corridor as well as all new sidewalks on both sides along with new ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.	Jeffersontown	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2610	80001.00	479		D	2020	\$0	\$1,255,000	\$1,255,000	State	2025
					ROW	2021	\$0	\$550,000	\$550,000	State	
					U	2022	\$0	\$720,000	\$720,000	State	
					C	2023	\$0	\$1,500,000	\$1,500,000	State	
							\$0	\$4,025,000	\$4,025,000		
	2632	09019.00		2679	C	2020	\$1,000,000	\$0	\$1,000,000	HSIP-ST	2021
							\$1,000,000	\$0	\$1,000,000		
	1582	03031.00			C	2020	\$2,218,876	\$504,290	\$2,723,166	STBG-MPO	2021
							\$2,218,876	\$504,290	\$2,723,166		

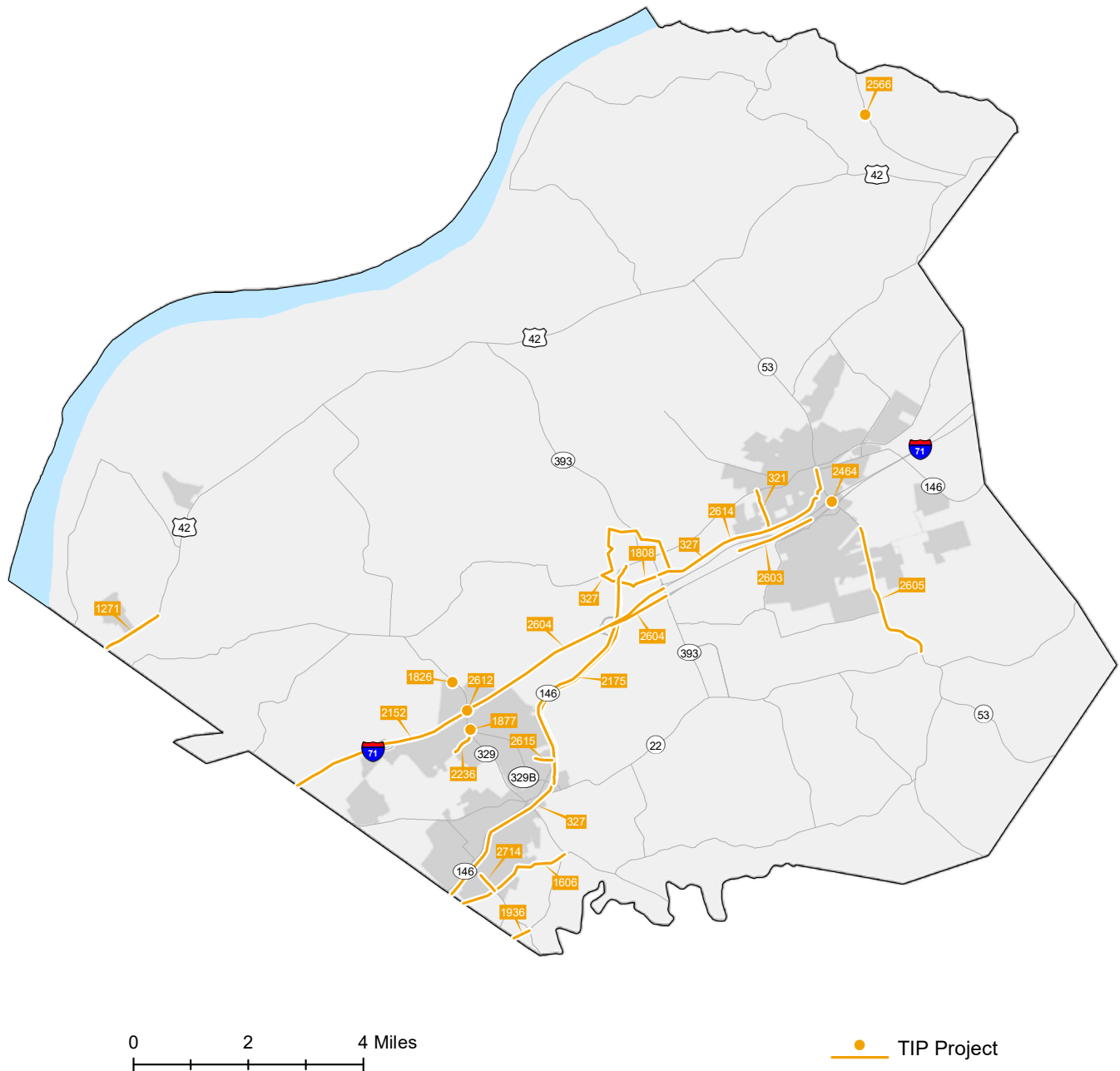
PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Watterson Trail Phase II		Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancements as well as pedestrian street lighting.	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.	Jeffersontown	
Wetherby Avenue		Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.	Middletown	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1583	00518.00			D	2020	\$107,819	\$26,955	\$134,774	STBG-MPO	2022
					U	2020	\$352,000	\$88,000	\$440,000	STBG-MPO	
					ROW	2020	\$156,181	\$39,045	\$195,226	STBG-MPO	
					C	2020	\$1,232,000	\$308,000	\$1,540,000	STBG-MPO	
							\$1,848,000	\$462,000	\$2,310,000		
	2229			2673	C	2020	\$387,475	\$86,105	\$473,580	STBG-MPO	2020
							\$387,475	\$86,105	\$473,580		

OLDHAM COUNTY

Figure 26: Oldham County TIP Projects



PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Ash Avenue Sidewalk Installation		Construct a new 5' sidewalk (1,925' in length) along the east side of KY 362 (Ash Avenue) between Elm Avenue and Old Floydsburg Road, which will provide a connection to an existing system of sidewalks currently providing a walkable route along a large portion of KY 146 in Pewee Valley, Crestwood, and potentially Jefferson County to the west.	This sidewalk extension will expand the areas which currently provide the ability to walk safely and conveniently to many central community features, including City Hall, Central Park, Little Colonel Playhouse and multiple churches and schools.	Pewee Valley	
Buckner Connector		The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.	Oldham Co.	
Commerce Parkway Widening		Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini. Project length is 3 miles.	The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.	Oldham Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2714			2673	D	2020	\$44,000	\$10,000	\$54,000	TA-ST	2021
					ROW	2020	\$10,000	\$2,500	\$12,500	TA-ST	
					C	2021	\$55,600	\$13,900	\$69,500	TA-ST	
							\$109,600	\$26,400	\$136,000		
	1808	00754.00			D	2020	\$39,000	\$0	\$39,000	STBG-MPO	2021
					U	2020	\$261,566	\$65,389	\$326,955	STBG-MPO	
					C	2020	\$2,300,000	\$575,000	\$2,875,000	STBG-MPO	
							\$2,600,566	\$640,389	\$3,240,955		
	2614				D	2020	\$0	\$1,650,000	\$1,650,000	Local	2029
					ROW	2022	\$0	\$350,000	\$350,000	Local	
					U	2024	\$0	\$1,500,000	\$1,500,000	Local	
							\$0	\$3,500,000	\$3,500,000		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71*		<p>6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (16CCR). Project length is 2.785 miles. CHAF ID: IP20150450</p> <p>Additional Considerations: Widen priority section of I-71 between I-265 and and KY 329 from 4 to 6 lanes.</p>	<p>CHAF Purpose: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Brownsboro areas.</p> <p>CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts:</p> <ul style="list-style-type: none"> Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to 61,900 vpd. By 2040, those numbers are forecasted to increase to 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the future opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. Driver crash rates are notably high along this section of I-71. Between January 2012 and December 2015, there were 360 crashes, including 5 fatalities, along the project corridor. The northbound direction had 123 crashes and southbound direction had 237 crashes. Based on a quantitative analysis, the project had six 0.2 mile sections of roadway that had a statistically high crash rate (i.e., critical rate factor greater than 1.0). The six sections were all in the southbound direction and the critical rate factors ranging from 1.072 to 1.5. 	KYTC	
I- 71	KY 393/KY 53 Interchange	KYTC Highway Plan (June, 2018): Construct new I-71 interchange between KY 393 and KY 53 to relieve congestions in LaGrange. Project length is 1.0 miles. CHAF ID: 20190047.	The purpose of the project is to provide connectivity to the surrounding development/ community that is already experiencing growth today.	KYTC	

[illegible]

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
I- 71		6YP DESC: Widen I-71 from four to six lanes from KY 329 (MP 14.1) to KY 393 (MP 18.0). (16CCN). Project length is 3.9 miles. CHAF ID: IP20160192.	<p>CHAF Purpose: The Purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through traffic on I-71, as well as local users traveling to and from the Louisville Metro and Crestwood/Buckner areas.</p> <p>CHAF Need: The Needs being addressed by the proposed I-71 project are based on the following facts:</p> <ul style="list-style-type: none"> Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was near 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to approx. 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. Driver crash rates are notably high along this section of I-71. 	KYTC	
Kenwood Road		Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.	The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.	Oldham Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2604	00483.10			ROW	2022	\$1,900,000	\$0	\$1,900,000	NHS	2025
					U	2022	\$1,700,000	\$0	\$1,700,000	NHS	
					C	2024	\$24,000,000	\$0	\$24,000,000	NHS	
							\$27,600,000	\$0	\$27,600,000		
	2615				D	2020	\$0	\$468,750	\$468,750	Local	2026
					ROW	2021	\$0	\$143,750	\$143,750	Local	
					U	2022	\$0	\$664,063	\$664,063	Local	
					C	2023	\$0	\$2,003,125	\$2,003,125	Local	
								\$0	\$3,279,688	\$3,279,688	

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KIPDA Regional Rideshare Program - Kentucky*		The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	To reduce congestion, improve air quality, and promote sustainability.	KIPDA	
KY 53	Zhale Smith Road to KY 22	<p>KYTC Highway Plan (June, 2018): Design for improving KY 53 from Zhale Smith Road to KY 22 (Total 3.2 miles). (14CCN). Project length is 2.617 miles. CHAF ID: IP20150414.</p> <p>Additional Considerations: Project will evaluate 3 lane section from Zhale Smith Road to KY 22.</p>	<p>CHAF Purpose: The purpose of this project is to improve safety and reduce congestion on KY 53 from Zhale Smith Road to KY 22.</p> <p>CHAF Need: This project is needed because continued development in this area and south along KY 53 from Zhale Smith Road to KY 22 will contribute to congestion issues in the future. This route is also highly traveled by local commuters to gain access to I-71</p>	KYTC	
KY 53 from I-71 to Crystal Drive and I-71 SB Ramps		The I-71 Southbound off-ramp to be reconfigured to allow for two right turn only lanes and one left turn only lane. KY 53 to be reconfigured with the addition of a left turn lane at Crystal Drive. Striping and lane assignment signs will also be added to the I-71 ramp to direct drivers in to the correct turn lane.	This intersection gets highly congested, backing up traffic onto the I-71 Southbound off ramp. This queue of vehicles threatens to extend onto the mainline of I-71. In 2009, the intersection of Crystal Drive at KY 53 was identified as having the highest crash rate location in Oldham County. By adding a dedicated left turn lane at Crystal Drive, there will be an increase in driver safety at this dangerous intersection. The proposed project is intended to decrease congestion and increase safety on KY 53 from I-71 to Crystal Drive, including the I-71 Southbound off-ramp. These improvements will improve air quality by reducing the delay times at both the I-71 and Crystal Drive intersections with KY 53.	KYTC	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	162	00384.00			Oper	2020	\$1,125,085	\$225,020	\$1,350,105	STBG-MPO	NA
					Oper	2021	\$1,158,840	\$231,770	\$1,390,610	STBG-MPO	
					Oper	2022	\$1,193,605	\$238,725	\$1,432,330	STBG-MPO	
					Oper	2023	\$1,229,415	\$245,885	\$1,475,300	STBG-MPO	
					Oper	2024	\$1,266,300	\$253,260	\$1,519,560	STBG-MPO	
					Oper	2025	\$1,304,290	\$260,860	\$1,565,150	STBG-MPO	
							\$7,277,535	\$1,455,520	\$8,733,055		
	2605	08852.00			D	2021	\$0	\$2,000,000	\$2,000,000	State	2026
					ROW	2025	\$1,700,000	\$0	\$1,700,000	STBG-ST	
					U	2025	\$700,000	\$0	\$700,000	STBG-ST	
					C	2025	\$35,000,000	\$0	\$35,000,000	STBG-ST	
							\$37,400,000	\$2,000,000	\$39,400,000		
	2464	00444.10	1290		C	2020	\$1,261,433	\$0	\$1,261,433	CMAQ-ST	2021
							\$1,261,433	\$0	\$1,261,433		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
KY 329		Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.	The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.	Oldham Co.	
KY 1488	Organ Creek Bridge	Address deficiencies of KY 1488 bridge over Organ Creek (093B00048N) from MP 2.031 to MP 2.037.	Maintain the transportation network in a state of good repair. Increase safety for all users.	KYTC	
LaGrange Underpass West of LaGrange		Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.	Oldham Co.	
Old Floydsburg Road		Replace narrow one-lane culvert crossing; clear trees and vegetation out of right-of-way; add shoulder to the road, and add signage for safety.	To improve the safety of the narrow roadway with significant vertical and horizontal curves. There have been reported crashes on this roadway in the past 10 years.	Oldham Co.	
Old Henry Road*	Crestwood Bypass - Section 1 - I-265 to Ash Avenue	Extension of Old Henry Road east to Ash Avenue (KY 362) (12CCR). CHAF IP20160276.	The purpose of this project is to provide improved access to the I-265/Old Henry Road (KY 3084) interchange for vehicles traveling from Oldham County, Shelby County, and far eastern Jefferson County. This project is needed because vehicles are using a residential street, Village Green Boulevard, to access Old Henry Road and the interchange. Roadway deficiencies include 10' lanes, 1' shoulders, and substandard geometrics.	KYTC	
Oldham County Bicycle & Pedestrian Trail		Construct a non-motorized corridor from LaGrange to Jefferson County line along the Buckner Connector, the new 393 alignment to Wendell Moore Park and/or along KY 146 at the new pedestrian bridge over I-71.	The project will allow alternative transportation, calm traffic, build transit oriented development, improve the environment, encourage healthy lifestyles through safer bike and pedestrian access, and link parks, schools, neighborhoods, and commercial areas throughout the County.	Oldham Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	1877	00542.00			D	2020	\$20,000	\$0	\$20,000	STBG-MPO	2022
					U	2020	\$337,500	\$84,375	\$421,875	STBG-MPO	
					C	2021	\$2,000,000	\$500,000	\$2,500,000	STBG-MPO	
							\$2,357,500	\$584,375	\$2,941,875		
	2566	10012.00		2675	C	2020	\$456,940	\$280,060	\$737,000	STBG-ST	2022
							\$456,940	\$280,060	\$737,000		
	321	00434.00			C	2022	\$10,000,000	\$0	\$10,000,000	STBG-MPO	2025
							\$10,000,000	\$0	\$10,000,000		
	1606	00494.00		2675	C	2020	\$1,288,308	\$0	\$1,288,308	STBG-MPO	2021
							\$1,288,308	\$0	\$1,288,308		
	1936	00367.20/ 00367.21			C	2021	\$0	\$10,000,000	\$10,000,000	State	2024
					C	2022	\$0	\$8,500,000	\$8,500,000	State	
							\$0	\$18,500,000	\$18,500,000		
	327	00410.00			D	2021	\$500,000	\$125,000	\$625,000	STBG-MPO	2025
					C	2023	\$500,000	\$112,500	\$612,500	STBG-MPO	
							\$1,000,000	\$237,500	\$1,237,500		

PROJECT LISTINGS

Project Name	Secondary Identifier	Description	Project Purpose	Primary Contact Agency	
Oldham County Bicycle & Pedestrian Trail Old LaGrange Road Improvements		To construct a bicycle and pedestrian trail section along Old LaGrange Road from North Camden Lane to the KY 329 Bypass and on to the intersection with KY 146 in Crestwood.	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.	Oldham Co.	
Spring Hill Trace Sidewalk		Construct sidewalks along both sides of Spring Hill Trace within existing right-of-way from KY 329 to the existing bridge between Spring Hill subdivision and Brentwood subdivision (approximately 240' beyond the intersection of Spring Hill Trace and Spring Hill Court).	To provide safer access throughout the neighborhood.	Oldham Co.	
The Park and Ride at Apple Patch		Construction of a park and ride facility including a parking lot, shelter, playground, bike lockers, walkways, and a 1000' access road located on Apple Patch Way off of KY-329 near I-71 Exit 14 in Crestwood.	A permanent parking facility will be built for Oldham County residents to use for parking their cars and bicycles while commuting to metro Jefferson County by TARC, carpool or vanpool. It will also provide a convenient alternative for one car families to drop off and pick-up commuters.	Oldham Co.	

	KIPDA ID #	State ID #	Parent Project	Group ID	Phase	Year	Federal	Other	Total	Federal Funding Category	Estimated Completion
	2175	00410.01	327		D	2020	\$250,000	\$62,500	\$312,500	STBG-MPO	2026
					ROW	2022	\$500,000	\$125,000	\$625,000	STBG-MPO	
					U	2023	\$750,000	\$187,500	\$937,500	STBG-MPO	
					C	2025	\$500,000	\$125,000	\$625,000	STBG-MPO	
							\$2,000,000	\$500,000	\$2,500,000		
	2236	00757.00		2673	U	2020	\$75,000	\$16,875	\$91,875	STBG-MPO	2020
					C	2020	\$445,000	\$100,125	\$545,125	STBG-MPO	
							\$520,000	\$117,000	\$637,000		
	1826	00468.10			C	2020	\$133,683	\$33,421	\$167,104	STBG-MPO	2020
							\$133,683	\$33,421	\$167,104		

APPENDICES

IN THIS CHAPTER

Appendix A: Acronyms

Appendix B: Public Participation

Appendix C: Performance Measures

APPENDIX A: ACRONYMS

AADT	Average Annual Daily Traffic	IM	Incident Management
ADA	Americans with Disabilities Act	IMP	Interstate Management Program
ADD	Area Development District	IoT	Internet of Things
AI	Artificial Intelligence	IRI	International Roughness Index
AV	Automated Vehicle	ITS	Intelligent Transportation Systems
BRT	Bus Rapid Transit	KIPDA	Kentuckiana Regional Planning & Development Agency
CAV	Connected and Automated Vehicle	KYTC	Kentucky Department of Transportation
CBD	Central Business District	LOS	Level of Service
CHSTP	Coordinated Human Services Transportation Plan	LPA	Locally Preferred Alternative
CMAQ	Congestion Mitigation and Air Quality	LRP	Long-Range Plan
CMP	Congestion Management Process	MPH	Miles per Hour
CO	Carbon Monoxide	MPA	Metropolitan Planning Area
CO2	Carbon Dioxide	MPO	Metropolitan Planning Organization
CV	Connected Vehicle	MSA	Metropolitan Statistical Area
DMS	Dynamic Message Sign	NAAQS	National Ambient Air Quality Standards
EJ	Environmental Justice	NCHRP	National Cooperative Highway Research Program
EPA	Environmental Protection Agency	NEPA	National Environmental Policy Act
ESL	English as a Second Language	NHS	National Highway System
EV	Electric Vehicle	NLT	Natural Lands Trust
FAA	Federal Aviation Administration	NOx	Oxides of Nitrogen (Air Quality)
FAST Act	Fixing America's Surface Transportation Act	NTD	National Transit Database
FHWA	Federal Highway Administration	O3	Ozone (Air Quality)
FRA	Federal Railroad Administration	PM2.5	Particulate Matter finer than 2.5 micrometers (Air Quality)
FTA	Federal Transit Administration	PMS	Pavement Management System
GHG	Greenhouse Gases	PSR	Pavement Service Rating
GIS	Geographic Information System	RMS	Roadway Management System
GPS	Global Positioning System	ROW	Right-of-Way
HPMS	Highway Performance Monitoring System	RTMC	Regional Traffic Management Center
HSIP	Highway Safety Improvement Program	RWIS	Road Weather Information Systems
INDOT	Indiana Department of Transportation	SDI	Surface Distress Index

SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan (Air Quality)
SOV	Single-Occupant Vehicle
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (Highway Funding)
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMC	Traffic Management Center
TSMO	Transportation System Management and Operations
TTI	Travel Time Index
UPWP	Unified Planning Work Program (of KIPDA)
U.S. DOT	United States Department of Transportation
U.S. EDA	United States Economic Development Administration
U.S. EPA	United States Environmental Protection Agency
V-2-I	Vehicle-to-Infrastructure
V-2-V	Vehicle-to-Vehicle
V/C	Volume to Capacity Ratio
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds (Air Quality)
Y-O-E	Year of Expenditure
UZA	Census Defined Urbanized Area

APPENDIX B: PUBLIC PARTICIPATION

NOTIFICATIONS

Multiple avenues were utilized to create greater awareness of the involvement opportunity and to collect comments. Notifications for public involvement included:

Advertising in area newspapers, including the Courier Journal, the News & Tribune, the Louisville Defender, alDía en América, the Pioneer News, and the Oldham Era Social media advertising

OPPORTUNITIES TO COMMENT

KIPDA staff developed a Public Comment App that allowed for online access to submit comments to the agency. The app was shared on social media and through the KIPDA website.

KIPDA held eight public meetings in the five-county region to provide in-person access to review and comment on the draft Fiscal Year 2020 - 2025 Transportation Improvement Program.

January 8, 2020, 5:00 p.m. – 7:00 p.m.

New Albany Floyd County Library

180 W Spring St.

New Albany, IN 47150

January 14, 2020, 5:00 p.m. – 7:00 p.m.

Northeast Regional Library

15 Bellevoir Circle

Louisville, KY 40223

January 15, 2020, 5:00 p.m. – 7:00 p.m.

TARC Union Station

1000 W. Broadway

Louisville, KY 40203

January 22, 2020, 5:00 p.m. – 7:00 p.m.

John Black Community Center

1551 N. Hwy 393

La Grange, KY 40031

January 23, 2020, 5:00 p.m. – 7:00 p.m.

Clarksville Council Chambers

2000 Broadway Street

Clarksville, IN 47129

January 28, 2020, 5:00 p.m. – 7:00 p.m.

Portland Library

3305 Northwestern Pkwy

Louisville, KY 40212

January 29, 2020, 5:00 p.m. – 7:00 p.m.

Shepherdsville City Hall

634 Conestoga

Shepherdsville, KY 40165

February 5, 2020, 5:00 p.m. – 7:00 pm.

Southwest Regional Library

9725 Dixie Highway

Louisville, KY 40272

Copies of the draft Fiscal Year 2020 - 2025 Transportation Improvement Program were also distributed to all public libraries in the five-county region. Comments were also received via email to kipda.trans@kipda.org.

PUBLIC COMMENT REVIEW

324 total comments were submitted to KIPDA, 64 of which were for the TIP, through the online portal, email, and from the eight public meetings held.

As defined in KIPDA's Participation Plan, KIPDA staff hosted the Transportation Policy Committee Public Comment Review Working Group on February 18, 2020 for Transportation Technical Coordinating Committee (TTCC) members and Transportation Policy Committee (TPC) members to carefully review and discuss the comments. All TTCC and TPC members were provided all public comments and all were invited to participate.

The Working Group was pleased to see so many comments and recognized the contribution the public has made in enhancing the region's mobility. The Working Group, which was provided the comments in advance, concluded after discussion that the public input was helpful and should be carefully considered as plans and projects advance. The Working Group also agreed that the submitted comments do not introduce issues that would delay the TPC's consideration of the draft Fiscal Year 2020 - 2025 Transportation Improvement Program as submitted to the February 27, 2020 TPC meeting.

The TPC Working Group developed the following summary from the public comments and discussed how comments were considered and will continue to be considered moving forward.

As part of the discussion of all the submitted comments, the Working Group noted the following related to some of the items that were mentioned repeatedly in the public comments:

- **Louisville Loop** – There was notable support for completing the Louisville Loop shared-use path network.
- **Bike Facilities** – Comments supported the expansion of bicycle infrastructure with an emphasis on dedicated bicycle lanes. Comments also included the need to enhance connectivity of the bicycle network. Cyclist safety was also raised in the public comments.
- **Pedestrian Facilities** – Similar to the Bike Facilities, there was support for expansion of the pedestrian network, improving pedestrian connectivity, and providing safe pedestrian options.
- **Transit** – Transit enhancement and expansion was mentioned in the comments. The inclusion of dedicated transit lanes was also noted.
- **Project Priority and Implementation** – Comments addressed the priority of project funding relative to mode and use of resources. Comments also discussed advancing project implementation in a timelier manner.
- **Expansion** – Comments were made suggesting the expansion of the roadway system is not warranted. There were also comments stating that expansion projects are needed.
- **Low-income areas** – Comments suggested that investments be prioritized in low income areas with additional consideration given to pedestrian expansion and enhancements.

The Working Group asked that the comments be categorized by mode. The number of comments related to a particular mode does not indicate support, or lack of support, for a transportation mode. This information is shown in the public comments and summarized here:

Figure 27: Number of times each mode or plan element was the primary topic of a public comment:

Mode or Plan Element	TIP	MTP	Total
Programs	0	2	2
Roadway	5	70	75
Bike/Ped	36	139	175
Transit	5	29	34
Interstate/Interchange	6	18	24
Schedule/Funding	14	40	54
Other	6	21	27

The working group asked that the public be made aware of the following: the public can stay apprised of the status of projects by regularly viewing the Transportation Improvement Program (TIP) on KIPDA's website. The TIP is a living document that outlines the year in which Federal funds can be authorized for each project phase.

Project sponsors have been made aware of all project-specific comments and have and will continue to be encouraged to consider these comments as projects are developed.

Planning is continuous; the TPC will continue to use the public comments to inform all planning activities including the next TIP. The Fiscal Year 2020 - 2025 Transportation Improvement Program was heavily influenced by the public input received during the development of and over the life of the previous TIP. Examples of how public involvement was incorporated into the Fiscal Year 2020 - 2025 Transportation Improvement Program planning process and again in future planning efforts include:

The public comment was geo-coded and provided to sponsors when identifying possible projects and programs for inclusion in Fiscal Year 2020 - 2025 Transportation Improvement Program.

The Fiscal Year 2020 - 2025 Transportation Improvement Program incorporated public comments into the project review, evaluation, and ranking process by recognizing a project's contribution to addressing public comments.

Note: Typographical errors were identified through the public comment period. KIPDA staff will correct these minor errors before posting the document as final.

LIST OF PUBLIC COMMENTS RECEIVED

General Comments from the Public

Needs to happen to assist livability of areas
So many suburban commuters treat our city streets like an interstate! How can children and elderly feel safe when suburban white commuters treat us like WE are the problem blocking their commute?
I am opposed to completely closing the bridge at any time. I think it would adversely affect local business. I know the repairs will take longer, but in the long run, I think New Albany business will be less impacted than with a complete closure.
Please expedite the I-265 and I-71 widening and interchange improvement projects. Congestion on these roadways is unacceptable for a city our size and the fact that we are the business hub of the Commonwealth. These projects will improve both interstate and intrastate commerce as well as make our city and state more appealing to attract new business. Residential and commercial development along these corridors has far outpaced infrastructure improvements. We are not keeping up with metropolitan areas in neighboring states.
It would be lovely if we would quit spending so much tax dollars on urban sprawl and spend more to make our cities more livable. Projects in Louisville should include one-way street conversions and separated pedestrian/ bike paths instead of making everything designed around high speed vehicle traffic. thank you.
Transportation related spending should focus on all modes of transportation including walking, biking, e-biking, scooters and inherently dense modes such as buses and trains. The key to reducing congestions is reducing trips in single occupant vehicles. Given safe paths, people will choose to use them instead of a car trip. Maintenance should be prioritized over new.
I really can't believe that we are spending almost the entire amount of project money for both of these plans, the 5 and 20 year on making sure cars are made more convenient. What about walkers. Bikers? It's sad, really sad.
I am seriously concerned about highway expansion as it furthers movement away from the city and is damaging to the environment and health in addition to be extremely costly. I wholeheartedly support the Market Street plan although I had hoped for more trees/shrubs/greenery, the 2-way conversions in NuLu, Eastern Parkway plans, - especially the roundabout at Baxter and the peanut about near U of L. These proposals make driving, walking and biking safer and more accessible. I wonder about allocating transportation funds toward an enhanced and expanded bus system (like Indianapolis or Kansas City) preferably free to riders to allow and support community interaction and transit. I anxiously look forward to such reasonable changes to Bardstown Rd, Mellwood, Brownsboro Rd, and Frankfort Ave.

Figure 28: Project Specific Comments from the Public (for additional project details see Chapter 8)

KIPDA ID	Project Name	Agency	Comments
128	KY 1931	KYTC	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
163	River Road	Louisville Metro	No. I-71 is alternative. Improve bike and pedestrian lanes. Don't encourage more traffic on scenic road.
213	KY 1932	KYTC	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
223	Cooper Chapel Road Phase 3	Louisville Metro	Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe and will create more car riders.
384	Hubbards Lane	Louisville Metro	Overdue
1109	Ohio River Levee Trail - Phase III	Louisville Metro	Finish the Loop! Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.
1338	River Road Extension	Louisville Metro	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion. This has needed to happen for decades! Now's the time.
1423	River Road Bicycle & Pedestrian Improvements	Louisville Metro	Complete the Loop! Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe. Ensure that bike lane is protected by concrete or bollards for its entirety or else it will be less used and less safe. Finish the Loop! So many elderly people will be aging out of driving soon!
1662	A.B. Sawyer Shared Use Path	Louisville Metro	This idea promotes walking/biking and connects residential car centric areas. Perhaps will get folks OUT of their cars! SO important.
1809	One-Way Street Conversion to Two-Way Phase 1	Louisville Metro	Include bike lanes throughout that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
1879	KY 864	KYTC	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
1922	I-264/US 42	KYTC	Yes. It's time.

KIPDA ID	Project Name	Agency	Comments
2084	Bluegrass Commerce Park Bicycle/ Pedestrian Trail Project Phase II	Jeffersontown	Doesn't appear this is connecting residential areas with work or other destinations that draw pedestrians/bikers.
2086	Louisville Loop Shared Use Path	Louisville Metro	Finish the Loop!
2087	Louisville Loop Shared Use Path	Louisville Metro	Finish the Loop!
2092	Louisville Loop Shared Use Path	Louisville Metro	Finish the Loop!
2147	KY 1931	KYTC	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
2152	I- 71	KYTC	Additional interstate lanes in suburban environments do not reduce congestion, they simply invite more traffic with no impact on congestion. Focus efforts on reducing trips, or inherently dense modes of transportation -- buses and trains.
			Later. Focus on moving people not cars in Louisville for now
2214	KY 1931	KYTC	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
2225	University of Louisville Pedestrian Improvements	Univ. of Louisville	I know I'm in the minority. Lights exist now. More means more light pollution. Safety can come from more Univ. security out walking at night and individuals walking in pairs+.
2231	Port of Indiana Truck-to-Rail and Rail-to-Water Improvements	Ports of Indiana	Good expenditure of funds.
2239	Cannons Lane	Louisville Metro	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.
			This is where I grew up and still walk around. The sidewalk would be great and I wish it existed when I was a kid and was walking to JCC from Huntington Rd. However, I'd prioritize inner city and south and west end improvements over east end improvement
2268	Northeast Louisville Loop MET Section 1	Louisville Metro	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.
2269	Northeast Louisville Loop MET Section 2	Louisville Metro	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.

KIPDA ID	Project Name	Agency	Comments
2271	Northeast Louisville Loop MET Section 4	Louisville Metro	For the most part folks in this area have LOTS of places to walk. Focus on lower income areas for walking improvements first.
2388	Main Street/ Story Avenue Intersection	Louisville Metro	Not critical. Dreamy, but not now
2463	Riverport Circulator - Access to Jobs in Southwest Louisville	TARC	So needed in a low income area
2479	Historic Memorial Multi-Use Trail	Mount Washington	Keep people walking!
2533	I-64 Sherman Minton Corridor Maintenance	INDOT	Needed
2539	Louisville Loop Shared Use Path - McNeely Lake Park Segment	Louisville Metro	Keep Louisvillians WALKING! So important
2540	River Road Multi-Modal Improvements - 3rd Street to 7th Street	Louisville Metro	We need this WAY MORE than an extra lane on I 71!
2542	I- 64 Sherman Minton Bridge	INDOT	Absolutely!
2573	River Road	KYTC	If it can wait, do so. Heavily traveled, I know. But I'd rather see the extension of River Rd from 7th to NW Pkwy or extention of Bike loop along river
2574	Scenic Loop	KYTC	It can wait. Spend \$ in other areas of town. I'm from the east end.
2579	Old Westport Road	KYTC	Better now than later, so no collapse nightmare.
2602	I- 71	KYTC	Not now.
2603	I- 71	KYTC	later
2604	I- 71	KYTC	later
2611	I- 71	KYTC	Not needed now. Use funds elsewhere.
2612	I- 71	KYTC	later
2630	Olmsted Parkways Multi-Use Path System Section 9	Louisville Metro	Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.

KIPDA ID	Project Name	Agency	Comments
2644	I- 71	KYTC	Put off one of these major projects and spend money on LOTS of smaller project.
2667	Outer Loop Circulator	TARC	needed
2715	Pedestrian-Focused Mobility Upgrades	Plantation	Important to keep people walking; not driving. People 1, cars 2
			Prioritize keeping people walking and not driving
2722	US 31 at Wolf Run	INDOT	test

Figure 29: Comments from the Kentucky Transportation Cabinet (KYTC)

Page Number	Location	Concern
ii,	before Table of Contents	Requesting review of TTCC and TPC committee membership to more accurately represent populations within the MPO Area.
12	under AMENDMENTS	Defining the specific number of amendments does not appear beneficial to allow for the potential to streamline the process to meet future needs. Also, this number of amendments does not note the difference between exempt and non-exempt Amendments, which could result in more than 4 amendments in one year.
13	under FIGURE 2: TIP Amendment Process	Suggest condensing the timeline as the start date could begin with deadline date to KIPDA versus the “Sponsors submit project changes” to eliminate the “5-15 days.” Also, some of these activities could happen simultaneously, versus in sequence.
13	under MTP	Revise statement “relatively small-scale projects” to “air quality exempt projects.
14-17	under GROUP PROJECT CATEGORIES	KYTC is still concerned with identifying monetary caps in the Grouped Projects Category. These defined monetary limits impede the purpose and intent of the separately identified Grouped Projects category as defined in the Code of Federal Regulations (CFR) to expedite implementation of these air quality exempt projects. These projects should be allowed to proceed administratively, while simultaneously making the public aware of these needed improvements.
23	Bulleted Lists Under SECTION 5310: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES.	The second bullet under “The remaining 45% may be used for:” cuts off at the end.
40	Quantity Columns of Chart	The numbers being aligned right make them difficult to read. Please center align them.
94	under FUNDING PROGRAMS	Add INFRA grants and define.

96	Project Purpose under row with Project Name 'I-65/KY-480 Interchange'	"I-65 operates at LOS C during the AM peak travel period" needs to have 'peak' corrected to 'peak'.
98	Project Purpose under row with Secondary Identifier 'Mt. Washington-Taylorsville Road'.	The phrase "KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear-end crashes, 50 angle collisions, and 42" is repeated twice.
124	Under Project Purpose for both rows with the Project Name "Salem-Nobel Road".	"Residentail" in the second sentence should be corrected to "residential".
138	Project Purpose under row with Project Name "East Main Street".	In the sentence "the proposed project will connect two recently completed Main Street corridor improvement projects", 'he' should be corrected to "The".
146	Under Description for the first row with Project Name of "KIPDA Regional Rideshare Program – Indiana FY 2020".	In the first sentence, "Ridshare" should be corrected to "Rideshare".
152	Under Description for the row with Project Name of "State Street Signals".	The beginning of the description appears to be cut off.
174	Under Description for the first row with Project Name of "I-264".	The word "mmilepoint" should be corrected to "milepoint".
174	Under Project Purpose for the row with Project Name of "I-264/US 42".	Last sentence appears to be cut off.
174	Under Project Purpose for the row with Project Name of "I-265".	Last sentence appears to be cut off.
176	Under Project Purpose for the second row with Project Name of "I-265".	Last sentence appears to be cut off.
184	Under Project Purpose for the row with Project Name of "KY 1819".	Last sentence appears to be cut off.
186	Under Project Purpose for the row with Project Name of "KY 1932".	The last sentence of CHAF Purpose and the last sentence of the CHA Need appears to be cut off.
198	Under Description for the row with Project Name of "River Road Multi-Modal Improvements – 3rd Street to 7th Street".	In the second sentence, "the" is repeated twice in a row. Correct this sentence to have proper grammar.
198	Under Project Purpose for the row with Project Name of "Ruckriegel Parkway Sidewalk Improvement".	The word "voice" in the first sentence should be corrected to "voicing" for proper grammar.
228	Under Description for the row with Project Name of "LaGrange Underpass West of LaGrange".	Correct the word "uninterrupted" to "uninterrupted".
General	To coincide with the bi-annual Enacted Highway Plan, The Louisville MPO TIP will need to be Amended and Administratively Modified to reflect these changes once the final MTP is approved by FHWA/FTA. The MTP will also likely need to be Amended to include include possible changes.	

APPENDIX C: PERFORMANCE MEASURES & TARGETS

Performance measures, baselines, and targets are listed by topic in the appendix. The tables include both federally required and MPO-developed performance measures.

These performance measures are listed in tabular format and each line item includes the following:

- Who requires the performance measure: FHWA, FTA, or the MPO
- Performance Measure
- Baseline (if available, will be listed as “TBD” if it is still in development)
- Target
 - Federal Measures: as required by FHWA or FTA
 - MPO-developed Measures: will list the goal and the time frame to be completed
- Non-Motorized
 - Bicycle and Pedestrian Safety
 - Bicycle and Pedestrian Network
 - Bicycle and Pedestrian Access to Schools and Clusters
- Economic Impact
- Motor Vehicle Access
 - Level of Travel Time Reliability
 - Congestion
- Roadway Maintenance
 - Pavement Condition
 - Bridge Condition
- Freight Movement
- Air Quality

The following are the performance measures set forth by the KIPDA Transportation Policy Committee (TPC), which have been categorized into several sections and subsections:

- Safety
- Transit
 - Ridership
 - Age of Fleet
 - Transit Access to Clusters and Schools
 - Headway Time
 - Park and Ride Lots and Rideshare
 - TARC Facilities

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
SAFETY			
FHWA	Number of Fatalities	125.8 Fatalities (2013-2017 5-year rolling average)	133.7 Fatalities (2015-2019 5-year rolling average)
FHWA	Fatality Rate	1.14 Fatalities per 100 million VMT (2013-2017 5-year rolling average)	1.18 Fatalities per 100 million VMT (2015-2019 5-year rolling average)
FHWA	Number of Serious Injuries	877.7 Serious Injuries (2013-2017 5-year rolling average)	766.0 Serious Injuries (2015-2019 5-year rolling average)
FHWA	Serious Injury Rate	7.93 Serious Injuries per 100 million VMT (2013-2017 5-year rolling average)	6.74 Serious Injuries per 100 million VMT (2015-2019 5-year rolling average)
FHWA	Number of Non-Motorized Fatalities and Serious Injuries	104.0 Non-Motorized Fatalities and Serious Injuries (2013-2017 5-year rolling average)	114.5 Non-Motorized Fatalities and Serious Injuries (2015-2019 5-year rolling average)
MPO	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			
MPO	Transit Ridership	11,811,902 Boardings on TARC buses during FY 2017	Increase by 20% by 2040 to 14,174,282 boardings

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
FTA	Percent of non-revenue vehicles exceeding the useful life benchmark (ULB) Percent of revenue vehicles exceeding the useful life benchmark (ULB)	53% of TARC's non-revenue vehicle fleet (equipment) above the ULB 34% of TARC's revenue bus fleet (rolling stock) above the ULB 47% of TARC's revenue cutaway bus fleet (rolling stock) above the ULB	≤ 10% of non-revenue service vehicles exceed default ULB of 8 years ≤ 10% of bus fleet exceeds ULB of 15 years/600K miles ≤ 5% of cutaway bus fleet exceeds ULB of 10 years/300K miles
MPO	Community Access Clusters served by transit High Density Medical Clusters served by transit High Density Shopping Clusters served by transit High Density Housing Clusters served by transit	91.03% of land area within these clusters are within ¼ mile of a transit route 100% of land area within these clusters are within ¼ mile of a transit route 100% of land area within these clusters area within ¼ mile of a transit route TBD of land area within these clusters are within ¼ mile of a transit route	Increase to 100% by 2040 Maintain at current levels in 2040 Maintain at current levels in 2040 Increase by 20% by 2040
MPO	Enhance transit access to schools	230 Schools are within ¼ mile of a transit route	Increase by 20% by 2040 to 276 schools
MPO	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
MPO	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	Number of Park and Ride lots with pedestrian access Number of Park and Ride lots with dedicated bicycle access	24 Park and Ride lots have pedestrian access 3 Park and Ride lots have dedicated bicycle access	Increase by 20% by 2040 to 29 lots Increase by 10% by 2040 to 4 lots

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
MPO	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
FTA	Percent of facilities rated under 3.0 on the TERM scale	0% of facilities within an asset class, rated below condition 3 on the TERM scale (partial inventory)	<p>≤ 10% of facilities rated under 3.0 on the TERM scale</p> <p>Each On-Route Bus Charging Station > 3.0 on the TERM scale</p> <p>USTA Emergency Power Station at ≥ 95% availability</p>
NON-MOTORIZED			
MPO	<p>Reduce number of crashes involving pedestrians</p> <p>Reduce number of crashes involving bicyclists</p>	<p>555.2 Crashes involving pedestrians (2012-2016 5-year rolling average)</p> <p>238.0 Crashes involving bicyclists (2012-2016 5-year rolling average)</p>	<p>Reduce by 20% by 2040 to 444 crashes involving pedestrians</p> <p>Reduce by 20% by 2040 to 190 crashes involving bicyclists</p>
MPO	<p>Reduce gaps in the existing pedestrian network</p> <p>Reduce gaps in the existing bicycle network</p>	<p>212.0 Miles of gaps in the pedestrian network (within 1 mile of existing facilities on the same roadway)</p> <p>40.0 Miles of gaps in the bicycle network (within 1 mile of existing facilities on the same roadway)</p>	<p>Reduce by 20% by 2040 to 169.6 miles of gaps in the pedestrian network</p> <p>Reduce by 20% by 2040 to 32.0 miles of gaps in the bicycle network</p>
MPO	<p>Enhance pedestrian access to schools</p> <p>Enhance dedicated bicycle access to schools</p>	<p>291 Schools are located within ¼ mile of pedestrian facilities</p> <p>71 Schools are located within ¼ mile of dedicated bicycle facilities</p>	<p>Increase by 20% by 2040 to 349 schools</p> <p>Increase by 20% by 2040 to 85 schools</p>
MPO	<p>Enhance pedestrian access within Community Access Clusters</p> <p>Enhance dedicated bicycle facilities leading to and within Community Access Clusters</p>	<p>296.8 Miles of pedestrian facilities inside these clusters</p> <p>129.1 Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary</p>	<p>Increase by 10% by 2040 to 326.5 miles of pedestrian facilities</p> <p>Increase by 10% by 2040 to 142.0 miles of bicycle facilities</p>

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
MPO	Enhance pedestrian access within High Density Medical Clusters Enhance dedicated bicycle access leading to and within High Density Medical Clusters	73.4 Miles of pedestrian facilities inside these clusters 64.4 Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 80.7 miles of pedestrian facilities Increase by 10% by 2040 to 70.8 miles of bicycle facilities
MPO	Enhance pedestrian access within High Density Shopping Clusters Enhance dedicated bicycle access leading to and within High Density Shopping Clusters	142.9 Miles of pedestrian facilities inside these clusters 78.9 Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 157.2 miles of pedestrian facilities Increase by 10% by 2040 to 86.8 miles of bicycle facilities
ECONOMIC IMPACT			
MPO	Enhance transit access leading to High Density Employment Clusters Enhance pedestrian facilities within High Density Employment Clusters Enhance dedicated bicycle facilities leading to and within High Density Employment Clusters	1,117 Miles of transit routes within 1 mile of the boundary of these clusters 384.1 Miles of pedestrian facilities inside these clusters 126.2 Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 20% by 2040 to 1,340 miles of transit routes Increase by 10% by 2040 to 423 miles of pedestrian facilities Increase by 10% by 2040 to 139 miles of bicycle facilities
MPO	Enhance pedestrian facilities within areas of moderate to significant employment growth Enhance dedicated bicycle facilities leading to and within areas of moderate to significant employment growth	268.4 Miles of pedestrian facilities inside areas of moderate to significant employment growth 45.1 Miles of dedicated bicycle facilities inside areas of moderate to significant employment growth and within 1 mile of the boundary	Increase by 10% by 2040 to 295.2 miles of pedestrian facilities Increase by 10% by 2040 to 49.6 miles of bicycle facilities
MOTOR VEHICLE ACCESS			
FHWA	Level of Travel Time Reliability (LOTTR) on Interstates	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state's Interstate LOTTR target	

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
FHWA	Level of Travel Time Reliability (LOTTR) on the non-Interstate NHS	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state's non-Interstate NHS LOTTR target	
MPO	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	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			
FHWA	Percent of pavements in "Good" condition on Interstates	46.2% of pavements in "Good" condition	50.0% of pavements in "Good" condition on Interstates by 2022
MPO	Percent of pavements in "Borderline" or worse condition on Interstates	13.0% of pavements in "Borderline" or worse condition	10.0% of pavements in "Borderline" or worse condition on Interstates by 2022
FHWA	Percent of pavements in "Poor" condition on Interstates	1.9% of pavements in "Poor" condition	1.0% of pavements in "Poor" condition on Interstates by 2022
FHWA	Percent of pavements in "Good" condition on non-Interstate NHS	24.9% of pavements in "Good" condition	27.0% of pavements in "Good" condition on non-Interstate NHS by 2022
MPO	Percent of pavements in "Borderline" or worse condition on non-Interstate NHS	16.0% of pavements in "Borderline" or worse condition	13.5% of pavements in "Borderline" or worse condition on non-Interstate NHS by 2022
FHWA	Percent of pavements in "Poor" condition on non-Interstate NHS	3.9% of pavements in "Poor" condition	3.5% of pavements in "Poor" condition on non-Interstate NHS by 2022

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
FHWA	Percent of deck area in “Good” condition on bridges carrying the NHS	30.5% of deck area in “Good” condition	30.5% of deck area in “Good” condition on bridges carrying the NHS by 2022
	Percent of deck area in “Poor” condition on bridges carrying the NHS	10.5% of deck area in “Poor” condition	7.1% of deck area in “Poor” condition on bridges carrying the NHS by 2022
MPO	Percent of bridges on functionally classified roads that are in “Good” condition	27.8% of bridges in “Good” condition	Increase by 50% by 2040 to 41.7% of bridges in “Good” condition
	Percent of bridges on functionally classified roads that are in “Poor” condition	6.9% of bridges in “Poor” condition	Reduce by 50% by 2040 to 3.5% of bridges in “Poor” condition
FREIGHT			
MPO	Maintain or improve roadways on the KIPDA Freight Network that are LOS D or worse	TBD % of roadway miles on the KIPDA Freight Network were at LOS D, E, or F in 2016.	TBD % of roadway miles on the KIPDA Freight Network at LOS D, E, or F in 2040
MPO	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	Truck Travel Time Reliability (TTTR) on the Interstate	KIPDA supports the statewide targets set forth by KYTC and INDOT by planning and programming projects that contribute to the accomplishment of each state’s TTTR target	
AIR QUALITY			
MPO	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



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