



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, July 8, 2020

Video Meeting

The Committee members and public will be able to participate, observe and comment from the safety of their homes (access to KIPDA offices is not permitted at this time). Please review the following notes:

Kentucky Member Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana Member Counties

Clark

Floyd

Equal Opportunity Employer

- All TTCC members will be provided a link to the Zoom (video conference) meeting via email.
- The public may review the meeting materials and find the web-link to the video meeting at: <https://www.kipda.org/event/ttcc-meeting-via-zoom/>
- There will be a public comment period at the beginning of the TTCC video meeting. The public may also submit comments in advance of the meeting by emailing KIPDA.trans@kipda.org

AGENDA

- 1) *Call to Order, Welcome, Roll Call*
- 2) *February 12, 2020 TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested.**
- 3) *Transportation Policy Committee Report* – Staff will report on the activities of the April 2020 TPC meeting.
- 4) *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item 4.
- 5) *Amendment 1 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan, FY 2020 - 2025 Transportation Improvement Program, and KIPDA Performance Management Plan* – Staff will present proposed amendments for TTCC consideration (see enclosed). **Action Requested.**
- 6) *Kentucky Call for Projects* – Staff will present the Project Working Group recommendation for TTCC consideration (see enclosed) **Action Requested.**
- 7) *COVID-19 Transportation Impacts* – Staff will present crash and congestion related traffic information from the first half of calendar year 2020 (see enclosed).
- 8) *Group Projects: Safety Category Amendment* – Staff will present a proposed modification to the Safety category (see enclosed) **Action Requested.**
- 9) *Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 - 2025 Transportation Improvement Program* – Staff will review ongoing amendment activities for Connecting Kentuckiana 2040 and the FY 2020-FY 2025 TIP. (see enclosed).
- 10) *Other Business*
- 11) *Adjourn*



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

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Louisville, KY 40299
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KY TDD 1-800-648-6056
www.kipda.org

**MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Wednesday, February 12, 2020
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Call to Order

Chair Jim Urban called the meeting to order at 1:08 p.m. After introductions were made, it was determined that there was a quorum present.

Review and Approval of Minutes

Curtis Hockenbury, City of Shepherdsville, made a motion to approve the November 13, 2019, December 11, 2019, and January 8, 2020 TTCC meeting minutes. Jim Silliman, Oldham County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Election of TTCC 2020 Chair and Vice Chair

Matt Meunier, TTCC Nominating Committee 2020, announced that the Nominating Committee recommended Jim Urban as Chair and Keith Griffie as Vice Chair.

Barry Armstrong, City of Mt. Washington, made a motion to accept the Nominating Committee recommendation. Curtis Hockenbury, City of Shepherdsville, seconded the motion and it carried with a unanimous vote.

Andy Crouch, City of Jeffersonville, made the motion to accept Jim Urban as Chair. Curtis Hockenbury, City of Shepherdsville, made a motion to accept Keith Griffie as Vice Chair.

DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) Update

David Burton, KIPDA staff, reviewed the Final Draft of the MTP update. There was discussion. **Keith Griffie, Bullitt County, made a motion to recommend adoption of the Final Draft of the MTP to the Transportation Policy Committee (TPC) if no revisions are required pending TPC review of public comments received. Tobin Williamson, City of Charlestown, seconded the motion and it carried with a unanimous vote.**

DRAFT FY 2020-2025 Transportation Improvement Program (TIP)

Nick Vail, KIPDA staff, reviewed the Final Draft of the TIP update. There was discussion. **Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend adoption of the Final Draft of the TIP to the TPC if no revisions are required pending TPC review of public comments received. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

Performance Management Plan FHWA Safety Performance Measures Update

Andy Rush, KIPDA staff, reviewed proposed revisions to the PM1 Safety Performance Measures. There was discussion. **Barry Armstrong, City of Mt. Washington, made a motion to recommend approval to the TPC of the proposed revisions. Curtis Hockenbury, City of Shepherdsville, seconded the motion and it carried with a unanimous vote.**

MPO Dedicated Programs Quarterly Review

Nick Vail, KIPDA staff, reviewed proposed cost increases for Indiana and a temporary modification in Kentucky cost increase policy. announced the formation of a Project Management Process Working Group. There was discussion.

Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval to the TPC of the temporary modification in Kentucky cost increase policy. Jim Silliman, Oldham County, seconded the motion and it carried with a unanimous vote.

Andy Crouch, City of Jeffersonville, made a motion to recommend approval to the TPC of the proposed cost increases for Indiana. Brittany Montgomery, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

Other Business

Amanda Spencer, KIPDA staff, gave an overview of the Kentucky Highway Plan process/status.

Chair Jim Urban announced the Complete Streets Working Group meeting following the TTCC meeting and invited all to participate.

Adjournment

The meeting was adjourned at 1:55 p.m.

Amanda Spencer
Recording Secretary

Members Present:

Keith Griffie	Bullitt County
Tobin Williamson	City of Charlestown
Matt Meunier	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Barry Armstrong	City of Mt. Washington
Curtis Hockenbury	City of Shepherdsville
Kenan Stratman	City of St. Matthews
Brian Dixon	Clark County
Robin Bolte	Indiana Department of Transportation – Seymour District
Tonya Higdon	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Amanda Spencer	KIPDA
Derek Morris	Kentucky Transportation Cabinet – Office of Transportation Delivery
Michelle King	Louisville Metro Air Pollution Control District
Michael King	Louisville Metro Economic Development
Dirk Gowin	Louisville Metro Public Works & Assets
Jim Silliman	Oldham County

Agenda Item #2

Jim Urban (Chair)
Jeff Miles
Aida Copic
Brittany Montgomery
*Rickie Boller

Oldham County Planning Commission
Ports of Indiana – Jeffersonville
TARC
Town of Clarksville
TRIMARC

Members Absent:

*Eric Evans
*Alex Wimsatt
Jeff Gahan
Jim Baker
*Brad Meixell
Stacia Franklin
*Erica Tait
*Eric Rothermel
*Stan Mitchell
Justin Tackett
*Sarah Wisdom
Shawn Seals
Kathy Eaton McCallip
Emmanuel Nsonwu
Gary Langston
Leslie Poff
Rick Taylor
Maria Bouvette
Jeff O'Brien
Dan Mann
*Eric Pruitt
*Tony Parrott
*David Bizianes
*Wendy Dant Chesser
*Julie Moran
*Megan Yuill
*Cory Cochran
*Chris Fitzgerald
Regina Ostertag
*Shannon Rickett

AARP – Kentucky
Bullitt County Chamber of Commerce
City of New Albany
Clark County Air Board
Clark County Fire Chiefs Association
Clark County Planning Commission
Federal Highway Administration – Indiana
Federal Highway Administration – Kentucky
Federal Transit Administration – Region 4
Floyd County
Greater Louisville Inc.
Indiana Department of Environmental Management
Indiana Department of Transportation – Public Transportation
Indiana Department of Transportation – Urban & MPO Section
Indiana Motor Truck Association
Kentucky Division for Air Quality
Kentucky Trucking Association
Louisville & Jefferson County Riverport Authority
Louisville Metro Planning & Design Services
Louisville Regional Airport Authority
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 Transportation Advisory Group
TARC Accessibility Advisory Council
University of Louisville

Others Present:

Felicia Harper
Arthur Jones
Ken Kaltenbach
Adam Ulrich
Sarah Baer
David Burton
Elizabeth Farc
Adam Forseth
Andy Rush
Nick Vail
Craig Butler
Bradley Coomes
Tammy Markert
Bob Stein

Bullitt County
City of Shepherdsville
Corradino Group
Kentucky Transportation Cabinet – District 5
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
KIPDA
Louisville Metro Air Pollution Control District
Louisville Metro Air Pollution Control District
Louisville Metro Public Works & Assets
United Consulting

* Denotes Advisory Members

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: David Burton and Nick Vail

DATE: June 29, 2020

SUBJECT: Amendment 1 to the Connecting Kentuckiana 2040 MTP, FY 2020 – FY 2025 TIP, and the KIPDA Performance Management Plan

KIPDA staff is ready to present Amendment 1 to the committees for consideration. Sponsors were given until April 13th to submit project changes. In addition to the project changes that are being proposed, staff is also updating the Federally required safety performance measures and targets. Staff have already completed the air quality conformity analysis and the public comment period. All public comments were sent to the Transportation Policy Committee (TPC) for their consideration. Please find attached the full Amendment 1 packet for your review.

Action is requested for TTCC to recommend TPC approval of Amendment 1 to the Connecting Kentuckiana 2040 MTP, the FY 2020 – 2025 TIP, and the Safety Targets found in the KIPDA Performance Management Plan.

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Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 – FY 2025 Transportation Improvement Program

Kentucky Member Counties

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan transportation planning organization for the five county region including Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. Our responsibilities include producing a long range transportation document, Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) as well as a short range planning document the Transportation Improvement Program (TIP).

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Changes have been proposed to the MTP and TIP. The MTP with the proposed changes is financially reasonable, and the proposed TIP is fiscally constrained. You will find a two page document that provides information about the proposed project changes. KIPDA has also proposed changes to KIPDA's [Performance Management Plan](#). The proposed changes are being made to three pages of the Performance Management Plan. You will find the specific changes are highlighted in yellow in this packet.

We invite you to review the proposed changes and submit comments to the following address from June 12 to June 26, 2020.

Indiana Member Counties

TIP & MTP Amendment
KIPDA
11520 Commonwealth Drive
Louisville, KY 40299

Clark

Floyd

Or, email comments to: kipda.trans@kipda.org

You can also review the documents, project map and provide comments by visiting <http://kipdatransportation.org/amendment1/>.

Last, you can ask questions or provide comments in person during a virtual open house held at the following date and time:

Equal Opportunity Employer

- **June 25, 2020, 5:00 p.m. – 7:00 p.m.** A link to the virtual meeting is provided at <http://kipdatransportation.org/amendment1/>.

For additional information, call Nick Vail at 502-266-6144, ext. 118.



Amendment 1 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 - 2025 Transportation Improvement Program

Proposed Project Changes

To Be Presented to the Transportation Policy Committee on July 23, 2020

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Purpose & Need	MTP Project Cost	Open to Public Date	Funding Source	Change to TIP	Change to MTP
INDIANA PROJECTS											
INDOT	Clark	2616	1700135	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.	\$155,923,188	2024	Interstate Maintenance	Revise project name to: Widening of I-65 Revise project description to: Widen I-65 from 4 to 6 lanes from 0.25 miles S of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88). Revise Purpose & Need to: 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 widening from 4 to 6 added travel lanes in this portion of I-65.	Revise project name to: Widening of I-65 Revise project description to: Widen I-65 from 4 to 6 lanes from 0.25 S of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88). Revise Purpose & Need to: 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 widening from 4 to 6 added travel lanes in this portion of I-65.
INDOT	Floyd	NEW	1900162	I-64 Added Travel Lanes	Added Travel Lanes Project from US 150 to I-64 and Spring Street Interchange	The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the US 150 and I-265 interchanges will provide improved densities, levels of service and travel times with significant reduction in driver delay west of I-265.	\$30,000,000	2026	National Highway Performance Program (NHPP)	Add project to the TIP with the following project phases: FY 2024 Construction using NHPP funds \$27,000,000 (Federal) \$3,000,000 (Other) \$30,000,000 (Total)	Add project to the MTP
INDOT	Floyd	NEW	1900118	US 150	Intersection Improvement with added turn lanes at the intersection of Scenic Valley/Brush College Road	To improve the geometrics to allow for safer and more efficient operation without adjacent residential impacts. Certain trucks cannot turn WB from US 150 to NB TO EB on Brush College without impacting the adjacent or opposing lanes.	\$2,126,585	2024	Surface Transportation Block Grant (STBG) - State	Add project to the TIP with the following project phases: FY 2023 Right of Way using STBG-ST funds \$200,000 (Federal) \$50,000 (Other) \$250,000 (Total) FY 2024 Construction using STBG-ST funds \$1,681,268 (Federal) \$420,317 (Other) \$2,101,585 (Total)	Add project to the MTP
INDOT	Floyd	NEW	1800318	SR 64	Intersection Improvement with Added Turn Lanes on IN 64 at Copperfield Drive to reduce queueing and delay for motorists at this intersection.	To help reduce congestion at IN 64 and Copperfield Drive due to traffic at large subdivision causing motorists to back up and cause long delays. Culvert beneath will be extended to allow for widening of road.	\$1,523,957	2024	Surface Transportation Block Grant (STBG) - State	Add project to the TIP with the following project phases: FY 2022 Right of Way using STBG-ST funds \$136,000 (Federal) \$34,000 (Other) \$170,000 (Total)	Add project to the MTP
INDOT	Clark	NEW	2000220	Traffic Signal Mods	Traffic Signal Modernization in various locations in the Seymour District on SR 60, SR 46, US 150, and US 31. Locations in KIPDA MPO area are: SR 60 @ Old 311 (Sellersburg) SR 60 @ Payne Kohler Rd (Sellersburg) SR 60 @ I-65 NB (Sellersburg) SR 60 @ I-65 SB (Sellersburg) US 150 @ Navilleton Rd (Greenville)	To modernize the signals in order to meet current standards. All locations will need new backplates, heads, span/tether/catenary/overhead signage, conduit, and upgraded signal equipment in the cabinets. Navilleton intersection will need upgraded signal cabinet and new foundation.	\$1,450,000	2021	National Highway Performance Program (NHPP)	Add project to the TIP with the following project phases: FY 2021 Construction using NHPP funds \$1,305,000 (Federal) \$145,000 (Other) \$1,450,000 (Total)	Add project to the MTP
INDOT	Floyd	NEW	1901972	Traffic Modernization in Floyd County	Traffic signal modernization at various locations in Decatur and Floyd Counties. Locations in Floyd County (New Albany) are: Spring and Scribner; US 150 and Paoli Pike; Charlestown Road and St. Joe Road; Charlestown Road and Kamer Miller; IN 111 and Budd Road; IN 111 and Corydon Pike.	To modernize the signals at various locations in Floyd County to meet current standards.	\$1,460,946	2022	National Highway Performance Program (NHPP)	Add project to the TIP with the following project phases: FY 2022 Construction using NHPP funds \$1,242,000 (Federal) \$138,000 (Other) \$1,380,000 (Total)	Add project to the MTP

Amendment 1 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 - 2025 Transportation Improvement Program

Proposed Project Changes

To Be Presented to the Transportation Policy Committee on July 23, 2020

Project Sponsor	County	KIPDA ID	State ID	Project Name	Description	Purpose & Need	MTP Project Cost	Open to Public Date	Funding Source	Change to TIP	Change to MTP
KENTUCKY PROJECTS											
KYTC	Oldham	1271	441.01	US 42	KYTC Highway Plan (June, 2018): Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County Line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way Intersection (2004BOPC).	CHAF Purpose: The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive. CHAF Need: Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end	\$10,284,000	2021	Surface Transportation Block Grant (STBG-MPO)	Add project to the TIP with the following project phases: FY 2020 Design using STBG-MPO funds \$51,000 (Federal) \$0 (Other) \$51,000 (Total) FY 2020 Utilities using STBG-MPO funds \$300,000 (Federal) \$0 (Other) \$300,000 (Federal) FY 2020 Construction using STBG-MPO funds \$5,020,000 (Federal) \$0 (Other) \$5,020,000 (Total)	None
Louisville Metro	Jefferson	1352		US 60 Premium Transportation Corridor Project - Section 1	Conduct US 60 (Shelbyville Road) Corridor Transportation Management Study between KY 1747 (Hurstbourne Parkway) and English Station Road, approximately 4.1 miles.	The US 60 Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." US 60's success as a commercial destination has led to major mobility challenges in the area. Transitioning from a "traditional neighborhood marketplace" to a "suburban marketplace corridor" about halfway through the project area, Section 1 of this project will need to account for various demands across its 7.84 mile length; however, these two sub-areas, despite their differences are united in their demand for significantly improved mass transit service and complete multi-modal connections. The vibrant commercial corridor, anchored by two of Louisville's three regional malls, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received 16.9 million in federal funds. US 60 generally has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. It also fails to provide complete pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the US 60 of the future continues to succeed while providing even greater access to people of all ages and abilities.	\$16,000,000	2030	None	None	Revise project description to: The US 60 Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.

PERFORMANCE MANAGEMENT PLAN

UPDATED APRIL 2020



KIPDA

Kentuckiana Regional Planning
and Development Agency

KIPDA PERFORMANCE MANAGEMENT PLAN

TABLE 2: PERFORMANCE MEASURES, BASELINES, AND TARGETS

SAFETY				
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
FHWA	S1 Number of Fatalities	127.8	Fatalities (2014-2018 5-year rolling average)	132.0 Fatalities (2016-2020 5-year rolling average)
FHWA	S2 Fatality Rate	1.14	Fatalities per 100 million VMT (2014-2018 5-year rolling average)	1.16 Fatalities per 100 million VMT (2016-2020 5-year rolling average)
FHWA	S3 Number of Serious Injuries	817.0	Serious Injuries (2014-2018 5-year rolling average)	707.9 Serious Injuries (2016-2020 5-year rolling average)
FHWA	S4 Serious Injury Rate	7.26	Serious Injuries per 100 million VMT (2014-2018 5-year rolling average)	6.19 Serious Injuries per 100 million VMT (2016-2020 5-year rolling average)
FHWA	S5 Number of Non-Motorized Fatalities and Serious Injuries	115.2	Non-Motorized Fatalities and Serious Injuries (2014-2018 5-year rolling average)	117.2 Non-Motorized Fatalities and Serious Injuries (2016-2020 5-year rolling average)
MPO	S6 Crash Rate	399.0	Crashes per 100 million VMT (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 319 crashes per 100 million VMT

KIPDA PERFORMANCE MANAGEMENT PLAN

Target-Setting Methodology

At the time of target-setting in early 2018, four out of five of the target years were completed. Actual crash data for 2014 to 2017 had already been downloaded by KIPDA. A projection for 2018 was developed using a linear trendline. The five-year rolling average using four years of actual data plus one year of projected data was calculated at 131.4 fatalities.

In February 2020, KIPDA's Transportation Policy Committee approved a change to the target setting methodology utilized to develop the 2016-2020 Targets for the FHWA-required safety performance measures listed on Page 9 of this document. In place of using a linear trendline to project the estimate for the fifth and final year of the five-year target, as is described above, the target was set by assuming that the number of fatalities in 2020 would be equal to the number of fatalities that occurred in 2019. This updated methodology was consistently utilized for the updates of the 2016-2020 Targets for Measures S2 through S5 as well.

AIR QUALITY CONFORMITY

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

KIPDA is amending *Connecting Kentuckiana 2040*, the metropolitan transportation plan (MTP) and the FY 2021 – FY 2025 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under both the 1997 and 2015 8-hour ozone standards.

CONFORMITY UNDER THE 1997 AND 2015 8-HOUR OZONE STANDARDS

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs)—if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a baseyear, to determine conformity. The baseyear was set by US EPA when the standard is promulgated.

Subsequent to being designated as nonattainment of the 1997 8-hour ozone standard and prior to being redesignated as attainment of the standard, the Louisville area

relied on the use of interim tests to demonstrate conformity. These tests had been established during a 2004 update to the federal conformity rule. When the Louisville area was designated as nonattainment of the 2015 8-hour ozone standard, there were no MVEBs for that standard. However, there were MVEBs for the 1997 8-hour ozone standard, and they were used in the process of determining conformity to both the 1997 and 2015 standards.

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

CONSULTATION FOR *CONNECTING KENTUCKIANA 2040*

The first step in determining conformity of *Connecting Kentuckiana 2040* was to consult with the interagency consultation (IAC/ICG) group concerning matters not explicitly determined by the conformity rule. Conformity under the 1997 8-hour ozone standard had been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice.

A consultation conference call was held on May 7 to discuss issues relative to the amendment of the MTP. It involved a review and discussion of the following items:

- (a) important dates in the schedule for the amendment;
 - June 5 -- Regional Emissions (Air Quality) Analysis completed
 - June 12 -- Public Review begins
 - July 8 -- Action by the Transportation Technical Coordinating Committee
 - July 23 -- Action by the Transportation Policy Committee

July 24 -- Documentation sent to review agencies for the federal conformity determination;

- (b) a draft list of projects—sent to the IAC/ICG with consultation notice— included in accompanying documentation;
- (c) the horizon year of the transportation plan—2040;
- (d) the proposed conformity test methodology/ies and analysis years—see the discussion of issues and ESTABLISHED PRACTICE sections below;
- (e) the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable—see table 2 at the end of the report;
- (f) information concerning the inputs for the travel demand model and the approved emissions model—see the issues section below, the list of projects included in accompanying documentation, and the items concerning the travel demand model and emissions model under Other Planning Issues; and
- (g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

Issues

Discussion of Schedule

KIPDA staff discussed the schedule for amendment 1. KIPDA staff also noted the schedule for amendment2, which is expected to occur later this year. There were no questions concerning either amendment.

Discussion of Projects

KIPDA staff had provided the IAC/ICG with a list of 8 projects that will be amended in *Connecting Kentuckiana 2040*. The projects are a mix of new projects and projects already in the MTP that were being amended. Key details about the projects were presented, including information on how the projects were included in or excluded from the regional travel demand model.

Other points of discussion of the projects included:

- **US 42 Reconstruction and Widen, KIPDA ID 1271:** A clarification was noted. Only the construction phase of this project is being amended into the TIP at this time. There were no comments or questions concerning this project.

- **Widening of I-65, KIPDA ID 2616:** This INDOT project was discussed, but there were no comments or questions concerning it.
- **Widening of I-64, new project – no KIPDA ID yet:** This INDOT project was discussed, but there were no comments or questions concerning it.

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

Discussion of the Conformity Analysis

KIPDA staff discussed the key components of the conformity analysis that are expected to be presented to the KIPDA TPC in July. The analysis years will be the ones that were used when the existing MTP was updated.

The Budget Test utilizing the Year 2020 Motor Vehicle Emissions Budgets created for the 1997 8-Hour Ozone Standard will continue to be used until a new set of budgets are established. By not exceeding these budgets in the year 2020, 2025, 2030, 2035, and 2040 travel model scenarios, *Connecting Kentuckiana 2040* will demonstrate conformity to both the 1997 and 2015 8-Hour Ozone Standards.

Louisville Metro Air Pollution Control District (LMAPCD) staff reported that he had recently prepared the 2018 Kentucky fleet data for use in the MOVES model. He will be using that data in the upcoming analysis. MOVES 2014b will be used for the analysis.

Federal Highway Administration—Kentucky Division staff asked about the age of the Indiana fleet data. When told that the most recent version is from 2014, she questioned when newer data will be available. Indiana Department of Transportation staff indicated that there may be 2017 Indiana fleet data available. After some discussion, it was decided that it would not be available for this analysis, but it would probably be available for amendment 2, which will occur later this year.

NOTE: (See also the “Analysis Years and Conformity Tests” portion of the “ESTABLISHED PRACTICE” section below for more information on these issues.)

Other Discussion

KIPDA staff sought information concerning the status of an updated State Implementation Plan (SIP) for the 2015 ozone standard. LMAPCD staff noted that an updated emissions inventory was being developed. She also stated that the local region had been designated as a marginal non-attainment area, and therefore, new emission budgets were not required to be developed at this time. It was also

stated that if the local region were to be reclassified as a moderate non-attainment area, the development of a new SIP would be necessary, and emission budgets would be included in that SIP.

In another matter, a question was raised about the necessity of using the 2020 scenario as an analysis year in calendar year 2021 and beyond. It was stated that the 2020 scenario will be necessary through the end of calendar year 2020 but will not be required in calendar year 2021 and beyond.

KIPDA Staff offered the opportunity for any other business or questions to be brought to the IAC/ICG. There was no other business discussed.

ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the consultation call of May 7, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

Relationship of MTP and TIP for Conformity Purposes

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

Conclusion: The IAC/ICG members are informed of this from time to time in order to clarify the conformity determination for the MTP also serves as the conformity determination for the TIP.

Issues related to the KIPDA travel demand forecasting model

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

- (1) First, the census urbanized area has recently been updated to include a small area in northwest Shelby County, KY. The metropolitan planning area has been updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model to be consistent with this amendment.
- (2) Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.
- (3) During recent years, KIPDA staff have updated and calibrated the travel demand forecasting model. This activity involved updating the inputs to the model and developing new values for the parameters of the model. The resulting model was

considered calibrated when the model outputs matched observed data (e.g. HPMS VMT), within reason, for the baseyear. This update established 2015 as the baseyear (the year on which calibration was based) for the model.

Conclusion: The IAC/ICG members have been informed that the KIPDA travel demand forecasting model has been updated and calibrated and that 2015 is now the baseyear for the model.

Analysis Years and Conformity Tests

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

In order to have the required analysis years, several changes were made in recent years. During an amendment of the MTP in 2013, it was necessary to replace 2012 as an analysis year because it was in the past, and 2015 was chosen. When the MTP was updated in 2020, the horizon year of the plan was being changed to 2040, and that year had to be added to the analysis years. At the same time, in order to allow for more orderly transition as time progressed, 2025 and 2035 have been added as analysis years, allowing for analysis years every five years. By having the analysis years five years apart throughout the life of the MTP, it was noted that there would always be an analysis year within five years of the time of the analysis. Further, when the horizon year of the MTP is extended, that year will be added as an analysis year. Otherwise, the analysis years can remain constant except for the removal of an analysis year when it occurs in the past. Recently, 2015 was removed because it is in the past. Because of the previous practice to have analysis years five years apart, it was not necessary to add another analysis year. 2020 was already an analysis year and within five years of the present.

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

1997 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
2020	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2025	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2030	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2035	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2040	Budget test using the 2020 MVEBs for the 1997 8-hour standard

Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC/ICG. As discussed above, the vehicle registration data now being used for the Indiana counties is for 2014, and the registration data now being used for the Kentucky counties is for 2018. This data represents the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC/ICG members, vehicle registration data for 2014 for the Indiana counties and for 2018 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF *CONNECTING KENTUCKIANA 2040*

The MTP, *Connecting Kentuckiana 2040*, was examined to determine if it met the requirements of the conformity rule under the 1997 and 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

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

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Connecting Kentuckiana 2040* simply

by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2040* involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify the certain measures of travel behavior. The third procedure was to calculate the pollutant / precursor emissions. These activities are discussed below in greater detail.

Project Review

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were “regionally significant.” The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. During the amendment of *Connecting Kentuckiana 2040*, a group of projects had been proposed for the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project’s status relative to being exempt, non-exempt, etc. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC/ICG as described under the section entitled “CONSULTATION FOR *CONNECTING KENTUCKIANA 2040*.” (please see above.) Those projects in *Connecting Kentuckiana 2040* which were not changed will be analyzed as they were previously. The projects which were newly added to the MTP or had been changed in *Connecting Kentuckiana 2040* were analyzed as indicated on the list provided to IAC/ICG.

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

Also, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

Calculation of Travel-Related Information

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

KIPDA Travel Demand Forecasting Model

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

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated recently. This update established 2015 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, information from the 2000 KIPDA Household Travel Survey, and the 2004 on-board survey of transit riders by the Transit Authority of River City had been previously incorporated. Information from

2010 Census, the 2012-2016 American Community Survey, the 1990 and 1995 National Personal Transportation Surveys, and the 2001 and 2009 National Household Travel Surveys was incorporated to update the previous source data, particularly the 2000 KIPDA Household Travel Survey. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time) for each of the main trip purposes used in the model; and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2015. The updated travel model was used in the regional emissions analysis.

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

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

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

the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River.

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

As previously stated, the conformity analysis for *Connecting Kentuckiana 2040* utilizes transit information from the previous travel demand model. The results of the 2004 TARC on-board survey had been used to supplement the previous information. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Connecting Kentuckiana 2040* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

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

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently

changed. To reflect this in the MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure.

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

Adjustment Factors for Travel Model Output

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

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

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

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

the average speed using the HERS equations to the average speed using the travel model data.

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

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

Calculation of Pollutant/Precursor Emissions

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff provided adjusted travel model output data in the form of vehicle-miles-traveled (VMT), VMT by speed bin, and VMT fractions by speed bin by county and by MOBILE 6 facility type to the staff of the Louisville Metro Air Pollution Control District (LMAPCD). LMAPCD staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NO_x). They then provided these estimates to KIPDA staff. This analysis is explained below in further detail in the section below.

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NO_x. The emission estimates for VOCs and NO_x were determined using the MOVES emissions model. The staff of the Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the counties in the nonattainment area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles

subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC/ICG partners.

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

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the incorporation of newer vehicle registration data (for 2014) for Clark and Floyd counties (provided by IDEM),
- (3) the development and use of newer vehicle registration data (for 2018) for Jefferson County (KY), and
- (4) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The emissions for Bullitt and Oldham counties were also developed by LMAPCD. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs. As mentioned above, RFG is used in some portions (the "original" portions) of Bullitt and Oldham counties, and unregulated gasoline is

used in the other portions (the “new” portions) of those counties as well as the areas adjacent to the nonattainment area. The “original” portions and “new” portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard or had only been designated under the 8-hour ozone standard. Neither portion of either county had an I/M program. So it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties was modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the 2003 ozone budget update with the following exceptions:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the characterization of gasolines described in the previous paragraph
- (3) new 2018 vehicle registration data for Bullitt and Oldham counties, and
- (4) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

LMAPCD developed emission estimates of VOCs and NO_x using the MOVES model. To review, the following steps were undertaken.

- (1) LMAPCD staff received (from KIPDA staff) the adjusted travel model output in the form of VMT, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year.
- (2) LMAPCD reformatted the data from KIPDA to prepare it as input to the MOVES model. Other necessary data was also prepared.
- (3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.
- (4) LMAPCD staff provided the emission estimates to KIPDA staff.

RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2040*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NO_x motor vehicle emission budgets.

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

8-hour Ozone Analysis

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

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2020, 2025, 2030, 2035 and 2040, the summer weekday VOC and NO_x emission levels for the 2015 8-hour nonattainment area are less than the emission budgets established in the 1997 8-hour ozone maintenance SIP.

Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2040* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Table 2 indicates that *Connecting Kentuckiana 2040* has met the requirements of conformity under the 1997 and 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2040* conforms to the SIPs and meets the requirements of the federal conformity rule.

TABLE 1

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2020	7346	25935	33281
2025	7888	27301	35189
2030	8426	28719	37145
2035	8961	30059	39020
2040	9441	31182	40623

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2020	Regional	13652	23746	YES
2025		9448	16912	YES
2030		6621	11889	YES
2035		5341	9795	YES
2040		4974	9422	YES

NOTE: The criteria for conformity are as follows:

2020, 2025, 2030, 2035, and 2040 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020, 2025, 2030, 2035, and 2040 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46 tons/day or 26,726 kg/day.



***Connecting Kentuckiana 2040* Metropolitan Transportation Plan Amendment 1
FY 2020-2025 Transportation Improvement Program Amendment 1
Interagency Consultation Group Conference Call Meeting Minutes
May 7, 2020
10:00 AM EDT**

Participants:

FHWA – Bernadette Dupont & Erica Tait

KYTC – Tom Hall, Tonya Higdon, & Jahan Khan

INDOT – Jay Mitchell

EPA – Sarah LaRocca, Kelly Sheckler & Anthony Maietta

KYDAQ – Anna Bowman

IDEM – Shawn Seals

LMAPCD – Michelle King, Craig Butler, & Matt King

Louisville Metro – Mike King

KIPDA – Elizabeth Farc, David Burton, Randy Simon, Nick Vail, Andy Rush, & Amanda Spencer

Welcome/Roll Call:

A total of 21 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 1 of KIPDA's *Connecting Kentuckiana 2040* Metropolitan Transportation Plan and the FY 2020-2025 Transportation Improvement Program. The meeting began shortly after 10:00 AM EDT on May 7, 2020.

Schedule Discussion:

KIPDA staff discussed the anticipated schedule for the amendment, including the various steps and in the amendment process. The amendment is tentatively scheduled to be presented to KIPDA's Transportation Policy Committee (TPC) for adoption on July 23rd. Also discussed by KIPDA staff was Amendment 2 of the MTP & TIP, which is currently scheduled for TPC adoption in October 2020. There were no questions from other agencies.

Project Discussion:

KIPDA staff presented the list of eight (8) projects that are included in Amendment 1. A change to KIPDA ID 1271 (US 42 Reconstruction and Widen) was noted. Only the Construction phase of that project is being amended into the TIP at this time. Two INDOT interstate widening projects (KIPDA ID 2616: Widening of I-65 and KIPDA ID (New): I-64 Added Travel Lanes) were discussed. There were no comments or questions about those three projects.

KIPDA staff asked if there were any questions about the other five projects on the list. There were no questions.

Conformity Analysis Discussion:

KIPDA staff discussed the key components of the conformity analysis that is expected to be presented to the KIPDA TPC in July. KIPDA will continue to utilize Year 2020, 2025, 2030, 2035, and 2040 scenarios for analysis years in the upcoming analysis. The regional emissions estimates for all scenarios will be compared to Year 2020 Budgets established for ozone precursors.

Other than the changes to the two INDOT projects mentioned earlier, the only change to this analysis from the analysis performed in 2019 for the MTP and TIP Updates will be the inclusion of new vehicle fleet mix information for the Kentucky counties. Craig Butler, Louisville Metro Air Pollution Control District (LMAPCD) staff, recently prepared the Year 2018 Kentucky fleet data for its use in the MOVES Model. Mr. Butler noted that the data were summarized and distributed via email to the IAC recently for their review. Mr. Butler also noted that he believes that the impact of the new fleet Kentucky fleet data will be positive (reduces modeled emissions) should VMT remain constant from prior analyses.

Bernadette Dupont, FHWA-Kentucky Division staff, inquired about the age of the fleet data from each state. Mr. Butler responded that the recently updated data from Kentucky is from 2018, and the most recent version of Indiana fleet data is from 2014. Ms. Dupont asked about when Indiana might update their data. Jay Mitchell, INDOT staff, noted that he believes that 2017 fleet data for Indiana may exist. Ms. Dupont asked if the 2017 Indiana data could be used for the Amendment 1 Regional Emissions Analysis. KIPDA and LMAPCD staff noted that it takes some time to prepare the data for its use as input in a regional emissions analysis. They are hopeful that if the 2017 Indiana data exists in a usable format, it can be prepared to be available to use for Amendment 2, which is currently scheduled to occur later this year.

KIPDA staff asked if there were any other questions or comments concerning the analysis. Mr. Butler noted that the version of MOVES to be used for this analysis is MOVES 2014b, which is consistent with the most recent analysis.

SIP Status Discussion:

KIPDA staff sought input on the status of an updated Ozone State Implementation Plan (SIP) for the 2015 ozone standard. Michelle King, LMAPCD staff, noted that LMAPCD is currently developing an updated emission inventory, which will be submitted later this year. She also noted that the region has been designated as a Marginal Non-Attainment Area, and therefore new motor vehicle emissions budgets are not required. Should the region be reclassified as a Moderate Non-Attainment Area, new budgets would be developed in a new SIP that would be required to be developed at that time. There was additional discussion.

The discussion continued into the status of 2020 as an analysis year and budget year in future regional emissions analyses. For the time being, and at least through the end of Calendar Year 2020, 2020 will be a required analysis and budget year. It will remain a budget year until further notice. KIPDA staff asked if in Calendar Year 2021, could a Year 2020 scenario be dropped from the analysis as an analysis year. Kelly Sheckler, EPA Region 4 staff, answered affirmatively.

Other Discussion:

KIPDA staff offered the opportunity for any other business or questions to be brought to the IAC. There was no other business discussed. The conference call adjourned at approximately 10:45 AM EDT.

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: June 29, 2020

SUBJECT: Kentucky Call for Projects

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana
Member
Counties

Clark

Floyd

In March 2020 KIPDA announced the availability of approximately \$25 million in Federal funds for Kentucky project sponsors. Approximately \$20 million is available through the Surface Transportation Block Grant (STBG-MPO) program for transportation projects on a Federal-aid highway system route, bicycle/pedestrian projects, and transit projects. Approximately \$5 million is available through the Transportation Alternatives (TA-MPO) program for transportation projects focused on bicyclists, pedestrians and transit users. The deadline for sponsors to submit applications was May 29, 2020.

KIPDA received 28 applications for STBG-MPO funds and 6 applications for TA-MPO projects. A TTCC Project Working Group (PWG) was formed to evaluate the projects and develop a funding recommendation for TTCC. The TTCC PWG is recommending the award of \$21,249,213 (Federal) in STBG-MPO funds to 12 new projects and \$189,000 (Federal) for a cost increase to one existing project. Three of the new projects are for planning studies totaling \$825,000 (Federal). This amount exceeds the 2% that Project Management Process (PMP) allows for. The TTCC PWG is also recommending the award of \$5,156,787 (Federal) in TA-MPO funds to 6 new projects. The attached TTCC PWG Recommendation Report provides detailed information about each application that was submitted and whether the project is being recommended for MPO dedicated funding.

Action is requested asking the TTCC to recommend TPC approve a waiver to the PMP rules to allow more than 2% annually to be utilized from the STBG-MPO program for planning studies.

Action is requested asking the TTCC to recommend TPC approval of the cost increase for the Right of Way phase of KYTC's Chenoweth Lane project (KIPDA ID 213).

Action is requested asking the TTCC to recommend TPC approval of the 12 new STBG-MPO projects and 6 new TA-MPO projects.

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Transportation Technical Coordinating Committee (TTCC) Project Working Group
DRAFT Kentucky Call for Projects Recommendation Report
July 2020

Background: The Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) receives annual sub-allocations of federal funds from the Kentucky Transportation Cabinet (KYTC) for two MPO dedicated funding programs: the Surface Transportation Block Grant (STBG-MPO) and the Transportation Alternatives program (TA-MPO). The MPO Transportation Policy Committee (TPC) has sole authority to award these funds to Kentucky project sponsors. In March 2020, KIPDA, the staff agency to the MPO, announced the availability of approximately \$25 million and set a deadline of May 29th, 2020 for sponsors to submit applications. An MPO Transportation Technical Coordinating Committee (TTCC) Project Working Group (PWG) reviewed all 28 applications received and met twice to discuss the merits of each project. This report provides more information about the working group's recommendations. The working group considered multiple parameters outlined in the Project Management Process to formulate their decision. Projects are listed below in order of the final working group rank. These recommendations will be presented to the TTCC and TPC for action at the July 2020 committee meetings.

Cost Increases for Existing Projects: The working group was made aware of the need for \$189,000 in additional funds for the Kentucky Transportation Cabinet's existing STBG-MPO funded Chenoweth Lane project which is immediately available for Right-of-Way fund authorization given the additional funds needed. The cost increase is needed due to rising property values in the area. KIPDA staff contacted all other Kentucky project sponsors regarding the need for FY 20 cost increases and found none. The working group agreed to set aside \$189,000 for the Chenoweth Lane project from the STBG-MPO funds in the interest of advancing existing projects in a timely manner. KYTC staff has submitted a cost increase application for this.

Surface Transportation Block Grant (STBG-MPO): eligibility includes all surface transportation projects on the Federal-aid highway system route, bicycle/pedestrian projects, and transit projects.

Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Mount Washington	2479	Historic Multi-Use Trail Segment C	FY 2020 Design	\$56,000	This portion of the project will improve the flow of traffic and enhance pedestrian safety by installing a new traffic signal and pedestrian crossing signal at the intersection of Landis Lane and US 31EX. The PWG recommends the award of \$880,213 (Federal share).
			FY 2020 Right of Way	\$12,000	
			FY 2021 Construction	\$812,213	

*Application materials refer to the project as Hwy 44, but staff will update all final documents to refer to it as KY 44.

Transportation Technical Coordinating Committee (TTCC) Project Working Group
DRAFT Kentucky Call for Projects Recommendation Report
July 2020

Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Louisville Metro	1353	Baxter/Bardstown Premium Transportation Corridor - Section 1	FY 2021 Construction	\$2,200,000	<p>This portion of the project will improve traffic signal timing strategies, allows Louisville Metro to respond to signal outages faster and reduce signal timing degradation by expanding the fiber footprint and connecting 48 traffic signals to the existing Traffic Control Center/Advanced Traffic Management System (ATMS). This work will allow Louisville Metro to pursue the next phase of the project which is to streamline transit service by adding traffic signal bus prioritization, new bus stops and increased bus frequency.</p> <p>The PWG recommends the award of \$2,200,000 (Federal share).</p>
Louisville Metro	2622	Olmsted Parkways Multi-Use Path System Section 1	FY 2021 Construction	\$2,200,000	<p>This project will reduce gaps in the pedestrian network and improve bicycle access along Southwestern and Algonquin Parkway between West Broadway and 41st Street by constructing a 2 mile shared-used path.</p> <p>The PWG recommends the award of \$2,200,000 (Federal share).</p>

*Application materials refer to the project as Hwy 44, but staff will update all final documents to refer to it as KY 44.

Transportation Technical Coordinating Committee (TTCC) Project Working Group
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Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Bullitt County	NEW	KY 44*	FY 2021 Preliminary Engineering	\$800,000	<p>This project will improve the efficiency and capacity of the roadway as well as enhance safety by widening KY 44 from 2 to 4 lanes from US 31E to Kings Church Road and add a center turn lane from Kings Church Road to the Spencer County line. Bullitt County is applying for a BUILD grant through the US Department of Transportation to fund the future phases of the project.</p> <p>The PWG recommends the award of \$800,000 (Federal share).</p>
Louisville Metro	369	Kentuckiana Air Education	FY 2021 Program	\$200,000	<p>This program will continue the information/outreach campaign to educate the public about air quality issues and encourage the public to make air-friendly choices.</p> <p>The PWG recommends the award of \$1,000,000 (Federal share).</p>
			FY 2022 Program	\$200,000	
			FY 2023 Program	\$200,000	
			FY 2024 Program	\$200,000	
			FY 2025 Program	\$200,000	
Louisville Metro	NEW	Hikes Lane Rehabilitation	FY 2021 Construction	\$3,400,000	<p>This project will improve the pavement condition of Hikes Lane from Newburg Road to Taylorsville Road. There are areas along this section that have borderline and poor pavement conditions.</p> <p>The PWG recommends the award of \$3,400,000 (Federal share).</p>

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Transportation Technical Coordinating Committee (TTCC) Project Working Group
DRAFT Kentucky Call for Projects Recommendation Report
July 2020

Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Jeffersontown	2774	Galene Drive / Sprowl Road Collector Extension	FY 2021 Design	\$217,970	<p>This project proposes the realignment of Galene Drive and Sprowl Road to eliminate the right turn/left turn movements as it approaches Taylorsville Road, then extend Sprowl Road across Taylorsville Road and connect to a widened Shelby Street all the way to the Watterson Trail intersection.</p> <p>The PWG believes that a planning study should be conducted first to assess the existing conditions, perform a needs assessment and identify alternatives.</p> <p>The PWG recommends the award of \$300,000 (Federal share) for a planning study.</p>
			FY 2024 Utilities	\$97,500	
			FY 2024 Right of Way	\$781,404	
			FY 2025 Construction	\$2,082,203	
Louisville Metro	2064	East Market Street (US 31E) Streetscape	FY 2021 Construction	\$7,200,000	<p>This project will provide traffic calming measures, improve the bicycle network and increase bicycle access by removing one of the existing east-bound lanes to provide a dedicated bicycle facility. Additional improvements to street side parking are also included.</p> <p>The PWG recommends the award of \$7,200,000 (Federal share).</p>

*Application materials refer to the project as Hwy 44, but staff will update all final documents to refer to it as KY 44.

Transportation Technical Coordinating Committee (TTCC) Project Working Group
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July 2020

Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
City of Prospect	NEW	US 42 Safety Improvement Project	FY 2021 Construction	\$3,973,790	<p>This project proposes the replacement of guardrail, installation of rumble strips and 212 street lights along US 42 from I-265 to the Hunting Creek Drive exit.</p> <p>The PWG believes that a planning study should be conducted first to assess the existing conditions, perform a needs assessment and identify alternatives.</p> <p>The PWG recommends the award of \$300,000 (Federal share) for a planning study.</p>
Oldham County	414	KY 22 Corridor Study	FY 2021 Planning	\$225,000	<p>This project will study the corridor of KY 22 between Haunz Lane and KY 329 for critical safety improvements, reduced congestion and the need for bicycle and pedestrian facilities.</p> <p>The PWG recommends the award of \$225,000 (Federal share).</p>
University of Louisville	2150	Floyd Street Roundabout, Cardinal Blvd, Brandeis Arthur Street Intersection and Other Campus Improvements	FY 2020 Design	\$180,000	<p>The new portion of the project will improve pedestrian and bicycle safety with the creation of a designated street crossing location between South 3rd Street and South 4th Street and also include the straightening of the turn lane and thru lanes southbound at the Brandeis intersection.</p> <p>The PWG recommends the award of \$2,430,000 (Federal share).</p>
			FY 2021 Utilities	\$750,000	
			FY 2021 Construction	\$1,500,000	

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Transportation Technical Coordinating Committee (TTCC) Project Working Group
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Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Oldham County	2615	Kenwood Road	FY 2021 Design	\$325,000	<p>This project will increase travel alternatives for residents and truck traffic and improve pedestrian access by constructing a new urban roadway section with sidewalks to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane.</p> <p>The PWG recommends the award of \$325,000 (Federal share) to start the Design phase in FY 2024.</p> <p>If the TPC approves this project, it will be understood that the future phases (R, U, C) will be priority for TIP funding once additional funds become available beginning in FY 2026.</p>
			FY 2022 Right of Way	\$490,000	
			FY 2023 Utilities	\$664,063	
			FY 2024 Construction	\$2,003,125	
Louisville Metro	NEW	Louisville CBD Streetlight Rehabilitation	FY 2021 Construction	\$1,100,000	<p>This project would replace street lights that are near or past their useful life and update the others with LED lighting.</p> <p>The PWG does not recommend funding for this project as the above projects are considered a higher priority.</p>

*Application materials refer to the project as Hwy 44, but staff will update all final documents to refer to it as KY 44.

Transportation Technical Coordinating Committee (TTCC) Project Working Group
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Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Oldham County	2614	Commerce Parkway Widening	FY 2022 Design	\$560,000	<p>This project would widen Commerce Parkway for 3 miles between Parker Drive and KY 393 by adding a continuous turn lane and relocate a shared-use path.</p> <p>The PWG does not recommend funding for this project as the above projects are considered a higher priority.</p>
			FY 2023 Right of Way	\$350,000	
			FY 2024 Utilities	\$1,500,000	
			FY 2025 Construction	\$7,000,000	

Louisville Metro rescinded STBG-MPO applications for the following roadway rehabilitation projects. The new 2021 – 2022 Louisville Metro budget has allocated enough funding to complete these projects with local funding.

- Ashby Lane
- E. Liberty Street
- Furman Boulevard
- S. Floyd Street
- Southland Boulevard
- Southwestern Parkway
- W. Kentucky Street
- W. Muhammad Ali

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Transportation Technical Coordinating Committee (TTCC) Project Working Group
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Transportation Alternatives program (TA-MPO): primary purpose is to advance transportation projects that are focused on bicyclists, pedestrians and transit users.

Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Mount Washington	2479	Historic Multi-Use Trail Segment C	FY 2020 Right of Way	\$280,000	This portion of the project provides vital bicycle and pedestrian amenities as well as safety improvements.
			FY 2021 Construction	\$589,787	The PWG recommends the award of \$869,787 (Federal share).
Louisville Metro	NEW	Crums Lane Sidewalk Phase 1	FY 2022 Design	\$102,000	This project will reduce gaps in the pedestrian network by constructing a new sidewalk that connects to the recently completed Dixie Highway multi-modal improvement project. The PWG recommends the award of \$621,000 (Federal share).
			FY 2024 Right of Way	\$66,000	
			FY 2025 Construction	\$453,000	
Louisville Metro	NEW	Newburg Road Sidewalk	FY 2022 Design	\$135,000	This project will reduce gaps in the pedestrian network and enhance access to TARC bus stops by constructing a new sidewalk that stretches from Larkmoor Lane to the Louisville Metro Animal Services building. The PWG recommends the award of \$746,000 (Federal share).
			FY 2024 Construction	\$611,000	

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Transportation Technical Coordinating Committee (TTCC) Project Working Group
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Sponsor	KIPDA ID	Project Name	Phase	Fed. Funds Requested	Recommendation
Louisville Metro	NEW	Blanton Lane Sidewalk	FY 2022 Design	\$166,000	<p>This project will reduce gaps in the pedestrian network by constructing a new sidewalk that connects a primarily residential corridor to the recently completed Dixie Highway multi-modal improvement project.</p> <p>The PWG recommends the award of \$1,134,000 (Federal share).</p>
			FY 2024 Right of Way	\$166,000	
			FY 2025 Construction	\$802,000	
Louisville Metro	NEW	Bernheim Lane Sidewalk and Road Reconfiguration	FY 2022 Design	\$68,000	<p>This project will reduce gaps in the pedestrian network by constructing a new sidewalk that connects a primarily residential corridor to the recently completed Dixie Highway multi-modal improvement project. It will also calm traffic and improve safety by implementing a road diet that will reconfigure the road from four lanes to two lanes with a center, two-way turn lane.</p> <p>The PWG recommends the award of \$374,000 (Federal share).</p>
			FY 2024 Construction	\$306,000	
Louisville Metro	NEW	Gagel Lane Sidewalk	FY 2022 Design	\$222,000	<p>This project will improve pedestrian access to TARC bus stops by constructing a new sidewalk that connects a primarily residential corridor to the recently completed Dixie Highway multi-modal improvement project.</p> <p>The PWG recommends the award of \$1,412,000 (Federal share).</p>
			FY 2024 Right of Way	\$133,000	
			FY 2025 Construction	\$1,057,000	

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GENERAL FUND

FY 2020 through FY 2025 KIPDA Transportation Improvement Program

Surface Transportation Block Grant (STBG)-Urban Kentucky Projects

Proposed Tracking Sheet

PROJECT INFORMATION						FY 2020			FY 2021			FY 2022			FY 2023			FY 2024			FY 2025			FUTURE	TOTALS		
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
KY 1932 Chenoweth Lane	213	05-00531.00	Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.), approx. 1.07 miles.	KYTC	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 4,711,000	
					Design	\$ 650,000	\$ -	\$ 650,000	\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ 896,000	\$ 896,000		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 3,461,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 1,250,000
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PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
Historic Multi-Use Trail Segment C	2479	05-03216.00	Construct one segment of Mount Washington's Historic Memorial Multi-Use Trail. Segment C includes the following: 1) 10' multi-use path buffered by a safety element; grass verge on the west side of Old Bardstown Road 2) 5' sidewalk; east side similar to downtown sidewalks; action 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 (Lake View and Lands) 7) Mitigation	Mount Washington	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 880,213	
					Design	\$ 56,000	\$ 56,000		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ 12,000	\$ 12,000		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 880,213
					Utility Relocation	\$ -	\$ -		\$ 812,213	\$ 812,213		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL	
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PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
Baxter/Bardstown Premium Transportation Corridor - Section 1	1353	TBD	The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.	Louisville Metro	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 2,200,000	
					Design	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 2,200,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ 2,200,000	\$ 2,200,000		\$ -			\$ -			\$ -			\$ -			\$ -		\$	
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					Capital	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
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PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
Olmsted Parkways Multi-Use Path System - CMAQ Project - Southwestern Parkway and Algonquin Parkway	2622	05-03709.00	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.	Louisville Metro	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 2,200,000	
					Design	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 2,200,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ 2,200,000	\$ 2,200,000		\$ -			\$ -			\$ -			\$ -			\$ -		\$	
					Program	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Capital	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
					Operating	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		% OBL
					Other 1	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		0.0%
Other 2	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -							
Other 3	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -							
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
KY 44	NEW	TBD	Widen KY 44 from 2 to 4 lanes from US 31 E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.	Bullitt County	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.				\$ 800,000	\$ 800,000		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 800,000	
					Design	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 800,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
					Program	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Capital	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
					Operating	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		% OBL
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Other 2	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -							
Other 3	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -							
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
Kentuckiana Air Education	369	TBD	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.	Louisville Metro	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 1,000,000	
					Design	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 1,000,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
					Program	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Capital	\$ -	\$ -		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000		\$ 200,000	\$ 200,000		\$
					Operating	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		% OBL
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PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS		
Hikes Lane Rehabilitation	NEW	TBD	Restoration and rehabilitation of Hikes Lane from Newburg Road to Taylorsville Road.	Louisville Metro	Planning	\$	-		\$	-		\$	-		\$	-		\$	-		\$	-			FED COST		
					Preliminary Eng.																					\$ 3,400,000	
					Design	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED PGM
					Right of Way	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$ 3,400,000
					Utility Relocation	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Construction	\$ -	\$ -		\$ 3,400,000	\$ 3,400,000		\$ -			\$ -			\$ -			\$ -			\$ -		\$	
					Program	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		FED OBL
					Capital	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -			\$ -			\$ -			\$ -		\$
					Operating	\$ -	\$ -		\$ -		\$ -		\$ -			\$ -		</									

GENERAL FUND	
1000	GENERAL FUND
1001	ADMINISTRATIVE
1002	INSTRUCTION
1003	RESEARCH
1004	LIBRARY
1005	STUDENT SERVICES
1006	ATHLETICS
1007	ARTS
1008	MUSIC
1009	COMPUTER SERVICES
1010	PLACEMENT
1011	ADVISORY
1012	GRADUATE STUDENT SERVICES
1013	INTERNATIONAL STUDENT SERVICES
1014	STUDENT COUNSELING
1015	STUDENT UNION
1016	STUDENT CENTER
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1098	STUDENT CENTER
1099	STUDENT UNION

FY 2020 through FY 2025 KIPDA Transportation Improvement Program

Surface Transportation Block Grant (STBG)-Urban Kentucky Projects

PROJECT INFORMATION					FY 2020			FY 2021			FY 2022			FY 2023			FY 2024			FY 2025			FUTURE											
Galene Drive/Sprowl Road Collector Extension	2774	TBD	Extend Sprowl Road across Taylorsville Road and connect up with Shelby Street and widen Shelby Street to Waterson Trail intersection. The project includes widening the collector roadway, curb and gutters, sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.	Jefferson town	Design	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	2007,000										
					Right of Way	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED PGM										
					Utility Relocation	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	300,000										
					Construction	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL										
					Program	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-										
					Capital	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-										
					Operating	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-										
					Other 1	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	% OBL										
					Other 2	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	0.0%										
					Other 3	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-										
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS									
East Market Street (US-31E) Streetscape	2064	05-8005.3.10	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 Street, Floyd Street, Preston Street, Jackson Street, Hancock Street, Clay Street, Shelby Street, Campbell Street, Wenzel Street, Baxter Avenue, and Johnson Street. 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.	Louisville Metro	Planning	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED COST										
					Preliminary Eng.	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	7,200,000								
					Design	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED PGM							
					Right of Way	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	7,200,000							
					Utility Relocation	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL							
					Construction	\$ -	-	-	\$ 7,200,000	7,200,000	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
					Program	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
City of Prospect US 42 Safety Improvement Project	NEW	TBD	Replace approx. 5000 linear feet (2500 linear feet per side) of guardrail along both sides of US 42 from Bridgepoint Boulevard to Ken Carla Drive. Install approx. 3000 linear feet of center line milled rumble strips on the dangerous downhill curvy section of US 42 from I-265 to the Harrod's Creek Bridge. Install approximately 212 street lights along US 42 in the right of way on both sides of the highway from I-265 to the Hunting Creek Drive exit.	City of Prospect	Capital	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL										
					Operating	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
					Other 1	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	% OBL							
					Other 2	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	0.0%							
					Other 3	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS									
KY 22 Corridor Study	414	TBD	The study will focus on improving safety and reducing congestion on KY 22 between Haunz Lane and KY 329 in Oldham County. The study will look at current conditions, identify critical improvements, prioritize needs, provide realistic cost estimates, and establish an implementation plan for future improvements for the corridor.	Oldham County	Planning	\$ -	-	-	\$ 225,000	225,000	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED COST										
					Preliminary Eng.	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	300,000							
					Design	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED PGM							
					Right of Way	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	300,000							
					Utility Relocation	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL							
					Construction	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
					Program	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-							
Floyd Street roundabout, Cardinal blvd, Brandeis Arthur Street Intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and Brandeis intersection and along Brandeis Street between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along Brandeis between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the	2150	05-08805.00	University of Louisville	Capital	\$ -	-	-	\$ 750,000	750,000	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL											
				Operating	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-								
				Other 1	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	% OBL								
				Other 2	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	0.0%								
				Other 3	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	-								
PROJECT	KIPDA ID	STATE ID	DESCRIPTION	SPONSOR	PHASE	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	FEDERAL PGM	FEDERAL OBL.	FEDERAL COST	TOTALS									
Kenwood Road	2615	TBD	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.	Oldham County	Planning	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED COST										
					Preliminary Eng.	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	3,482,188							
					Design	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED PGM							
					Right of Way	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	490,000							
					Utility Relocation	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	664,063							
					Construction	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	2,003,125							
					Program	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	\$ -	-	-	FED OBL							
Totals						\$ 72,610,209	69,426,636	\$ 3,183,573	\$ 34,025,712	34,025,712	\$ 0%	\$ 37,237,011	37,237,011	\$ 0%	\$ 3,411,786	3,411,786	\$ 0%	\$ 3,838,290	3,838,290	\$ 0%	\$ 43,630,889	43,630,889	\$ 0%	\$ 3,157,188										
PROGRAM DEVELOPMENT					PROGRAM DEVELOPMENT					STP TIP PROGRAM DEVELOPMENT					STP TIP PROGRAM DEVELOPMENT					STP TIP PROGRAM DEVELOPMENT					FUTURE DEVELOPMENT									
Annual Allocation					\$ 19,919,134					\$ 20,678,920					\$ 20,678,920					\$ 20,678,920					\$ 82,715,680 Annual Alloc									
Cost Increase Reserve					\$ 4,135,784					\$ 4,135,784					\$ 4,135,784					\$ 4,135,784					\$ 16,543,136.00 CIB									
Place Holder 1:					\$ -					\$ -					\$ -					\$ -					\$ - Place Holder									
Place Holder 2:					\$ -					\$ -					\$ -					\$ -					\$ - Place Holder									
General Fund Allocation					\$ 15,935,463					\$ 16,543,136					\$ 16,543,136					\$ 16,543,136					\$ 99,258,816 Future Bal.									
GENERAL FUND					GENERAL FUND					GENERAL FUND					GENERAL FUND					GENERAL FUND					FUTURE CATEGORY									
Carryover from Previous General Fund					\$ 91,404,999					\$ 39,473,710					\$ 21,991,134					\$ 1,297,259					\$ 14,428,609					\$ 27,133,455				
KYTC Borrowed Amount					\$ -					\$ -					\$ -					\$ -					\$ -					\$ -				
Highway Infrastructure Funds					\$ -					\$ -					\$ -					\$ -					\$ -					\$ -				
Total Carryover to General Fund					\$ 91,404,999					\$ 39,473,710					\$ 21,991,134					\$ 1,297,259					\$ 14,428,609					\$ 27,133,455				
General Fund Allocation					\$ 16,543,136					\$ 16,543,136					\$ 16,543,136					\$ 16,543,136					\$ 16,543,136					\$ 16,543,136				
General Fund Carryover					\$ 91,404,999					\$ 21,991,134					\$ 21,991,134					\$ 21,991,134					\$ 21,991,134					\$ 21,991,134				
General Fund Available					\$ 112,083,919					\$ 56,016,846					\$ 38,534,270					\$ 30,971,745					\$ 43,676,591					\$ 99,258,816 Future Avail.				
General Fund Available					\$ 112,083,919					\$ 56,016,846					\$ 38,534,270					\$ 30,971,745					\$ 43,676,591					\$ 99,258,816 Future Avail.				
General Fund Programmed					\$ (69,426,636)					\$ (34,025,712)					\$ (3,411,786)					\$ (3,838,290)					\$ (43,630,889)					\$ (3,157,188) Future Sched.				

GENERAL FUND	
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FY 2020 through FY 2025 KIPDA Transportation Improvement Program

Surface Transportation Block Grant (STBG) - Urban Kentucky Projects

[illegible]

GENERAL FUND									
FY 2026 through FY 2030 KPIRA Transportation Improvement Program									
Project Information									
PROJECT	STATUS	DATE	DESCRIPTION	STATUS	DATE	DESCRIPTION	STATUS	DATE	DESCRIPTION
Buckeye Trail Corridor Buckeye Trail Project	2026	2026	Buckeye Trail Corridor Buckeye Trail Project	2026	2026	Buckeye Trail Corridor Buckeye Trail Project	2026	2026	Buckeye Trail Corridor Buckeye Trail Project
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MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Technical Coordinating Committee

FROM: Andy Rush

Bullitt

DATE: June 30, 2020

Henry

SUBJECT: COVID-19 Transportation Impacts

Jefferson

Oldham

Shelby

Spencer

Trimble

COVID-19 has impacted society in a wide variety of ways. One of those ways is in how we travel. The changes in how often we travel, where we work, where we shop, where we relax, and even how often we are involved in crashes have been significant.

KIPDA Staff have been monitoring, tracking, and reporting to our planning partners these changes in travel using the StreetLight platform along with the most recent crash data. Staff will provide an update to the committee.

Indiana
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Counties

Clark

Floyd

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Metropolitan Planning Organization

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

Kentucky Designated Area Agency on Aging

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: David Burton

DATE: June 26, 2020

SUBJECT: Amendment to the Group Project Category: Safety Improvements

Kentucky
Member
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

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Member
Counties

Clark

Floyd

In January, 2019 the Transportation Policy Committee adopted the Group Project policy that has successfully assisted in the accounting of potential performance impacts in the planning process and streamlined the programming of relatively small scale projects that do not affect the MTP Air Quality Analysis.

For a project to qualify for Group Category status it is required to meet the criteria associated with the appropriate category being considered. Some of the criteria include a project's scope aligning with one of the eight categories, the project not be regionally significant, nor considered non-exempt for air quality purposes as defined by the Clean Air Act, and the project's total cost must not exceed a reasonable dollar threshold established in the Group Project policy.

Following discussions with the Kentucky Transportation Cabinet, KIPDA staff would like to propose an increase in the Safety Improvement Group Category funding threshold from not to exceed a total project cost of \$1.0 million to not to exceed a total project cost of \$2.0 million (please refer to page 4 of the attached policy).

Action is requested to consider and recommend to the Transportation Policy Committee that total cost threshold of the Safety Improvement Category included in the Group Project policy be increased from \$1.0 million to \$2.0 million.

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11520 Commonwealth Drive
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Group Project Categories for MTP and TIP

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 CATEGORIES FOR THE MTP AND TIP

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 more safe travelling experience,
- 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

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: David Burton and Nick Vail

DATE: June 26, 2020

SUBJECT: Amendment Update for Connecting Kentuckiana 2040 MTP and FY2020-FY2025 TIP

Kentucky
Member
Counties

Bullitt
Henry
Jefferson
Oldham
Shelby
Spencer
Trimble

Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the FY 2020-FY 2025 Transportation Improvement Program (TIP) began in May and is anticipated to be brought to the Transportation Technical Coordinating Committee and the Transportation Policy Committee in October of this year. New projects and project changes for the MTP and the TIP may be submitted until July 31. Planning partners that have not submitted new project proposals or existing project changes are encouraged to do so. Submissions are being accepted via the Transportation Planning Portal: <http://kipdatransportation.org/tpp/>. As always, please do not hesitate to let KIPDA staff know if you have any questions or if we can help navigate the submission process.

Following the new project and project change submissions, KIPDA staff will guide the amendment process through its next steps, including (for more information please refer to Amendment 2 in the attachment):

Indiana
Member
Counties

Clark
Floyd

- KIPDA staff review of proposals
- Air quality conformity analysis
- Public review
- Consideration by the TTCC and TPC
- Federal review (to be completed by November 2, 2020)

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KIPDA's 2020 Amendment Schedules

Connecting Kentuckiana (CK) 2040 Metropolitan Transportation Plan (MTP) Fiscal Year (FY) 2020 - 2025 Transportation Improvement Program (TIP)

Why are there amendments to the MTP & TIP?

New non-regionally significant projects that qualify as Group Projects, as well as many minor changes to existing projects, can be made through an administrative modification. Administrative modifications have few requirements and can be processed within 30 days.

Any projects that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. The amendment process can take up to 6 months due to all of the Federal requirements regarding air quality conformity and providing an opportunity for the public to comment.

Amendment 1

This amendment will include changes to projects and a small number of new projects that were waiting to be amended with the adoption of the new MTP. There will be limited time to submit other project changes.

Amendment 2

Anticipating several new projects and changes to existing MTP projects coming from the MPO's Kentucky Call for Projects and KYTC's Six Year Highway Plan. Other new projects and changes are also welcome.

Key Steps and Timing

March 23 - April 13

Sponsors submit new projects and changes to existing projects

May 15 - July 31

April 14 - 28

KIPDA staff reviews projects

August 3 - 20

April 29 - June 5

Air quality conformity activities

August 11 - September 18

June 12 - 26

Public comment period

September 22 - October 6

July 8 and 23

Committee Consideration

October 14 & 29

July 24 - September 7

Federal Review

September 22 - November 2

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects will be submitted through the updated electronic Project Information Form (ePIF) found on [KIPDA's Transportation Planning Portal](#).

The Portal will be updated by April 15, 2020. KIPDA staff will offer virtual/online training assistance between April 15th and April 30th to ensure sponsors are up-to-speed on how to use the new forms.

Additional Information