

## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Tuesday, November 24, 2020**

*Note, the November meeting is on the fourth Tuesday rather than the fourth Thursday of the month.*

### **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:

- Each **TPC MEMBER** will be provided via email a unique web-link to the Zoom (video conference).
- The **PUBLIC** may review the meeting materials and find the web-link to the video meeting at: <https://www.kipda.org/committees-and-councils/transportation-policy-committee/meeting-information/>
- There will be a public comment period at the beginning of the TPC video meeting. The public may also submit comments in advance of the meeting by emailing: [KIPDA.trans@kipda.org](mailto:KIPDA.trans@kipda.org)

### **AGENDA**

- 1) *Call to Order, Welcome, Roll Call*
- 2) *September 2020 TPC Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
- 3) *Public Comment Period* – The TPC Chair will facilitate a review of comments submitted prior to the TPC meeting and entertain comments offered as part of Agenda Item 3.
- 4) *Public Involvement Report* - Staff will report on activities undertaken to enhance outreach, opportunities to engage the public, and comments received since the September 2020 TPC meeting. Staff will also present an overview and comments associated with Agenda Items 8 & 9 (see enclosed).
- 5) *Transit Authority of the River City Executive Director* – TARC Executive Director Carrie Butler will discuss TARC and upcoming transit efforts and ambitions.
- 6) *Project Management Guidebook* – Staff will seek adoption of the proposed changes to the Project Management Guidebook (see enclosed). **Action is requested.**
- 7) *Quarterly Review of MPO Dedicated Funding Programs* – Staff will review proposed changes to the MPO dedicated funds and seek TPC approval (see enclosed). **Action is requested.**

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*Area Agency on Aging and Independent Living*  
*Area Development District*  
*Metropolitan Planning Organization*

- 8) *Draft Coordinated Human Services Transportation Plan* – Staff will request TPC approval of the proposed draft (see enclosed). **Action is requested.**
- 9) *Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and the FY 2020 - 2025 Transportation Improvement Program, and the KIPDA Performance Management Plan* – Staff will seek approval of the amendments (see enclosed). **Action is requested.**
- 10) *Kentucky-Indiana Transportation Excellence Award 2020 (KITE)* – The TPC Chair and Transportation Director will review KITE Award nominations and announce the 2020 Award recipient (see enclosed).
- 11) *FY 2020 - FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
- 12) *Other Business*
- 13) *Adjourn*

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**MINUTES  
TRANSPORTATION POLICY COMMITTEE (TPC)  
September 24, 2020, 12:30 p.m.  
Via Video Conference**

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**Call to Order**

Keith Griffie, Vice Chair, called the meeting to order at 12:31 p.m. After introductions were made, it was determined that a quorum was present.

**Review and Approval of Minutes**

**Andy Crouch, City of Jeffersonville, made a motion to approve the minutes from the July 23 meeting. Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

There were no public comments.

**Public Involvement Report**

Greg Burress, KIPDA staff, reported on activities undertaken to enhance outreach opportunities to engage the public, as well as public comments received during the previous month. No action was required.

**Project Management Guidebook**

Nick Vail, KIPDA staff, presented proposed changes to the Project Management Guidebook. **Aida Copic, TARC, made a motion to approve the proposed changes. Andy Crouch, City of Jeffersonville, seconded the motion and it carried with a unanimous vote.**

**Coordinated Human Services Transportation Plan (CHSTP) Update**

Elizabeth Farc, KIPDA staff, sought approval to present the CHSTP for public review and input. **Beverly Chester-Burton, City of Shively, made a motion to approve presenting the CHSTP for public review and input. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.**

**Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)**

David Burton, KIPDA staff, reviewed ongoing amendment activities for the MTP and TIP. No action was required.

**Kentucky Riverports, Highways, and Rail Freight Study & Kentucky Statewide Truck Parking Assessment and Action Plan**

Jeremy Edgeworth, KYTC, reported on the status of the study and action plan. There was discussion. No action was required.

**FY 2020-FY 2025 Transportation Improvement Program (TIP)**

Administrative Modifications from the September TPC were presented to Committee members after the meeting via email on October 7, 2020.

## **Other Business**

There was no other business.

## **Adjournment**

The meeting was adjourned at 1:09 p.m.

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Amanda Spencer  
Recording Secretary

### **Members Present:**

Keith Griffie (Vice Chair)	Bullitt County
Treva Hodges	City of Charlestown
Matt Meunier	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Beverly Chester-Burton	City of Shively
Bernie Bowling	City of St. Matthews
*Erica Tait	Federal Highway Administration – Indiana
Tony McClellan	Indiana Department of Transportation – Seymour
Tonya Higdon	Kentucky Transportation Cabinet
*Tracy Lovell	Kentucky Transportation Cabinet – District 5
Jeff O'Brien	Louisville Metro Government
*Emily Liu	Louisville Metro Planning & Design
Aida Copic	TARC
Kevin Baity	Town of Clarksville

### **Members Absent:**

City of New Albany  
Clark County  
\*Federal Aviation Administration – Memphis  
\*Federal Highway Administration – Kentucky  
\*Federal Transit Administration – Region 4  
Floyd County  
Indiana Department of Transportation  
Jefferson County League of Cities  
Louisville Regional Airport Authority  
Oldham County  
U.S. Dept. of Housing & Urban Development

### **Others Present:**

Keith Damron	AECOM
Dave Stills	Gresham Smith
Keith Bucklew	HDR
Shawn Dikes	HDR
Dan Haake	HDR
Jeremy Edgeworth	Kentucky Transportation Cabinet
Matt Bullock	Kentucky Transportation Cabinet – District 5
Larry Chaney	Kentucky Transportation Cabinet – District 5
Missy Bennett	KIPDA
Greg Burress	KIPDA
David Burton	KIPDA
Stacey Burton	KIPDA
Randall Embry	KIPDA
Elizabeth Farc	KIPDA
Adam Forseth	KIPDA
Mikaela Gerry	KIPDA
Jarrett Haley	KIPDA
Andy Rush	KIPDA
Amanda Spencer	KIPDA
Nick Vail	KIPDA
Mike Hill	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Dirk Gowin	Louisville Metro Government
Michael King	Louisville Metro Government
Joe Reverman	Louisville Metro Planning & Design

## Agenda Item #2

Lindsay Hoskins  
Bob Stein  
Larry Sloan

QK4  
United Consulting

\* Denotes Advisory Members

**Agenda Item #4**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** Greg Burress

**DATE:** November 16, 2020

**SUBJECT:** Public Involvement Report

The public comment period for proposed Amendment 2 to the TIP and MTP, and for the Draft Coordinated Human Services Transportation Plan (CHSTP) ran from October 24, 2020 to November 7, 2020.

Staff took the following actions to raise public awareness and solicit input:

- Advertised the public comment window and virtual public meeting in 9 area newspapers between October 24, 2020 and October 29, 2020, on KIPDA's website, and via email to the 2,114 persons on the Division of Transportation's email list.
- Created a dedicated [webpage](#) with all relevant information and all avenues for providing input.
- Created an [interactive map](#) for the viewing and commenting on the 28 new or revised projects proposed for Amendment 2.
- Crafted a social media campaign to be executed throughout the public comment window.
- Hosted a virtual public meeting via Zoom Webinar on October 27, 2020 from 5pm to 7pm.

In accordance with KIPDA's Public Participation Plan, all comments were provided to the TPC on November 9, 2020 for their 15-day review period (see attachment). The public comments are shown in the attachment and include:

- Twenty-eight comments on proposed Amendment 2 and one comment on the Draft CHSTP during the public comment window.
- Thirteen comments and one letter on proposed Amendment 2 outside the public comment window.

KIPDA received one additional comment on proposed Amendment 2 after the TPC was provided the comments on November 9, 2020 (see attachment).

KIPDA also received (and responded via email) over the last month to the following inquiries not related to Amendment 2 or the Draft CHSTP:

- Suggestion that the MPO explore an innovative high-speed public transit option utilizing six-person pods that dock with one another along with a [link](#) to an interview with more information.
- Inquiry on estimated open-to-traffic date for construction at I-64 and I-265.

KIPDA also received several comments since the launch of the new Public Comment Application on the KIPDA website. Those comments can be viewed by visiting the map [here](#).

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## Amanda Spencer

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**From:** Amanda Spencer  
**Sent:** Monday, November 9, 2020 2:37 PM  
**To:** Amanda Spencer  
**Subject:** TPC Public Comment Review Period Nov 9 - Nov 24  
**Attachments:** Public Comments on Amendment to the MTP and TIP (Updated) 2.pdf; CHSTP public comment.pdf; Public-Review-Packet-for-KIPDA-Amendment-2-to-the-MTP-and-TIP.PDF

TPC Members,

The public comment period for the following began on October 24<sup>th</sup> and ended on November 7<sup>th</sup>:

- Draft Coordinated Human Services Plan (CHSTP);
- Proposed Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP); and
- Proposed Amendment 2 to the FY 2020 - 2025 Transportation Improvement Program (TIP).

The public comment window was advertised in 9 newspapers. A [website](#) was created to house all information and an online Interactive Project Comment Map for Amendment 2. A virtual public meeting was held on October 27<sup>th</sup>. Social media announcements were utilized throughout the window to increase awareness and public response. Twenty-five comments were received from the Interactive Map and three comments by email for proposed Amendment 2. One comment was received by email for the Draft CHSTP. All comments are attached along with the information packet. Thirteen additional comments and one letter received after the public comment window closed (and as of 11am on November 9) are also attached.

**Per the KIPDA Participation Plan, members of the Transportation Policy Committee (TPC) have a 15-day period to review the public comments and, if deemed appropriate, propose a response for the TPC's consideration at their next meeting. Please submit all comments to [greg.burress@kipda.org](mailto:greg.burress@kipda.org).**

The TPC review of public comments is from November 9<sup>th</sup> to November 24<sup>th</sup>.

TTCC will be asked on November 10, 2020 to make a recommendation for TPC regarding the Draft CHSTP and Proposed Amendment 2 and TPC action will be requested at the November 24, 2020 TPC meeting.

Amanda Ratliff Spencer, P.E.  
Director of Transportation  
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**Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY  
2020 - 2025 Transportation Improvement Program (TIP)**

**Public Comments**

1. Project Sponsor: KYTC

Project Name: I-64

KIPDA ID: 390

Project Description: Eastwood Fisherville Connector to I-64. Project will consider a new interchange and connector road from KY 148 to US 60 with a new interchange on the I-64 corridor.

**Public Comment:** The intersection at Eastwood Cutoff and Shelbyville Rd is already a NIGHTMARE! Adding traffic from all the approved & proposed subdivisions PLUS a school AND an interchange will create gridlock, chaos and DEATHS. Move the interchange farther east.

**Public Comment:** This project is desperately needed in view of increasing development outside the Snyder Freeway. The comments of the three Luddites about local road traffic obviously don't live here and should be totally ignored.

**Public Comment:** I do not support this project. We should not be investing money in a new ramp or new lanes because we need to discourage more interstate car travel. The traffic on local roads is not a problem.

**Public Comment:** This plan is way overdue. Moderation of infrastructure to deal with the overbuilt housing developments which have grown faster than area roads is long overdue. Smart plan, very smart.

**Public Comment:** This will ease traffic on 265/64 interchange and also 64/Shelbyville rd. interchange. I am all for it, please be smart about Eastwood design

**Public Comment:** Way past due. Please incorporate roundabouts. stoplights are soo yesterday!

**Public Comment:** As the owner of 814 Gilliland Road- I do not support the project

**Public Comment:** I full support this project. The growth in this area is creating traffic concerns and this interchange is needed.

**Public Comment:** I do not agree with this project...this area should remain residential and agricultural... I suggest improvements in the I64 to Gene Synder to Shelbyville Rd to handle



increased east flow on Shelbyville Rd. The I64 to Gene Synder ramps can be improved.

**Public Comment:** Well. I live here and the traffic at the Eastwood Fisherville Cutoff is indeed a nightmare and accident liability now and getting worse. We do not need the extra traffic! No we're not Luddites, we're just realistic.

**Public Comment:** I think it's a great idea would relieve some of the congestion.

**Public Comment:** This is a horrible project. Eastwood Fisherville would need to expand to four lanes to handle the added traffic, imagine traffic going south under the 1 lane bridge

**Public Comment:** I think deflecting existing traffic that has to exit onto the Gene Synder to a more eastern exit is a great idea. Just not sure this particular road is the best one for it.

**Public Comment:** I do not support this project because I do live in this area and my Road cannot support the traffic it already has. There are numerous accidents and private property destruction caused by too many cars on the road. It would take ANOTHER widening.

**Public Comment:** Will this project include revising the already F rated intersection at US60 & Eastwood cutoff? This intersection cannot withstand the current & projected growth here along w/ a new school & new interchange.

**Public Comment:** were in less populated areas allowing for future growth

**Public Comment:** While both sides of this argument have good points, my concern is for the residents closest to where the entry/exit onto shelbyville road will be effected. Sound, speed, and population safety seem to be unconsidered. It would be better if the ramps were.

**Public Comment:** This is NOT the appropriate location for an inter change. Besides the fact that it will NOT be convenient to Shellbyville road, it has a one lane area under a railroad overpass near Taylorsville road. This entire road was designed as a one lane, local access road. It was paved to be two lanes about 15 years back and it has 5 -7 miles of dangerous curves, banking in the wrong direction. It is full of wildlife that routinely wander in the road way. This is because it is a beautiful and quaint area. It should remain that way. The noise and pollution will ruin this area and make that narrow, curvy road far more dangerous with tens of thousands of cars on it each day. The infrastructure of this road cannot support this traffic.

This could easily be located by the new school at eco trail where the road will be re constructed for the bus traffic, although I hate to see it there as well. The busses will have to now use Eastwood Fisherville. This road and all of its hills and curves is too dangerous for this type of traffic.

**Public Comment:** After reviewing the amendment, the concern I have is there is no mention of revising the already F rated intersection at Shelbyville Road and Eastwood Cutoff. I am wondering if this will be included in the proposed new I-64 connector work to be located in the vicinity of Gilliland Road. Given the recent past growth and potential for more growth in this area coupled with the construction of a new JCPS middle school and a new I-64 interchange, this intersection will become disastrous. Will there be a study done to allow for public input? Will this project address this intersection and, if so, in what way?

**Public Comment:** The idea of adding an exit to Eastwood Fisherville road is among the worst I've ever heard. The road is in no way shape or form the type of road or area that could handle the increase of traffic. This was never a road intended for the traffic it currently handles and this would be an increase that would only put people's lives in danger. In addition, the interchanges at the Cutoff Rd and Shelbyville road are so very narrow and would be a nightmare to expand.

Please consider another spot.

**Public Comment:** I think an interchange at 64 and Eastwood Fisherville Rd is a terrible idea. Focus should continue to be on 265/64 and widening Taylorsville Rd from 265 to Taylorsville Lake Rd.

2. Project Sponsor: KYTC

Project Name: I-64 Bridge Painting

KIPDA ID: 2596

Project Description: Bridge painting of I-64 Riverside Expressway bridges.

**Public Comment:** Way over due and needs to be done asap before damage gets beyond repair

3. Project Sponsor: KYTC

Project Name: I-71

KIPDA ID: 2788

Project Description: Widen I-71 from four to six lanes from KY 393 to KY 53

**Public Comment:** I do not support this project. We should not add more driving lanes because it will encourage more driving (included demand) The assumption that there will be more car traffic will be "self fulfilling" in a way if you add more car traffic lanes. Please do not widen!!!

4. Project Sponsor: KYTC

Project Name: I-71

KIPDA ID: New (Not Yet Assigned)

Project Description: Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes).

**Public Comment:** Do not allow the addition of more lanes! If safety is one of true priority, there are ways to reduce traffic crashes without adding lanes. Focus only on those interventions. Do not widen!!!

5. Project Sponsor: KYTC

Project Name: KY155

KIPDA ID: 2371

Project Description: Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.

**Public Comment:** This is seriously needed. People are dying at this intersection. Traffic is always heavy and backed up at this intersection at morning and 5pm traffic. Please, please fix this desperate issue.

6. Project Sponsor: KYTC

Project Name: KY 44

KIPDA ID: NEW (Not Yet Assigned)

Project Description: Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.

**Public Comment:** I look forward to getting past operations and informational stages and starting actual construction. :)

**Public Comment:** I look forward to actual construction to begin, rather than just informational.

7. Project Sponsor: Louisville Sponsor

Project Name: One-Way Street Conversion to Two-Way Phase 1

KIDPA ID: 1809

Project description: Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).

**Public Comment:** I support funding these one to two way conversions!

**Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020 - 2025 Transportation Improvement Program (TIP)**

**Public Comments (Received following the close of the public window)**

1. Project Sponsor: KYTC

Project Name: I-64

KIPDA ID: 390

Project Description: Eastwood Fisherville Connector to I-64. Project will consider a new interchange and connector road from KY 148 to US 60 with a new interchange on the I-64 corridor.

**Public Comment:** I live in the area that would be greatly affected by a new interchange and it's not a good idea. The area is too rural, Fisherville road is too dangerous now and an increase in traffic from new interstate ramps is a tragedy waiting to happen.

**Public Comment:** Adding a new exit off of I64 is badly needed, the traffic buildup is unsafe, particularly at the Gene Snyder/I64 interchanges. Eastwood would have to be widened to accommodate the new traffic or it will not be worth the money and effort.

**Public Comment:** I do not support a project that will aesthetically affect the rural environment. Better money spent on making road improvements than making new roads and adding exits. We do not want a new exit or our taxes to keep going up.

**Public Comment:** much needed

**Public Comment:** I do not support this idea. The money it would take could be used to build a new road through a non-residential area east of here to handle the traffic to US60. Our road can barely deal with the traffic it has now. Horrible idea!

**Public Comment:** Please make this happen. Too much traffic at 265 and 64 interchange.

**Public Comment:** I think the intersection at Eastwood Cutoff and Shelbyville Rd would have to undergo a substantial redesign with the increased traffic, volume this would bring to the area.

**Public Comment:** Widening of Eastwood Fisherville Rd would definitely be needed, but an exit here from 64 would alleviate a lot of traffic at Shelbyville Rd and 265. I'm all for this added ramp given the new subdivision added recently!

**Public Comment:** I do not support this new interchange. Fisherville Road from Shelbyville Road to Taylorsville road is windy and narrow. Added traffic to this area would be a disaster. There are many developments on Fisherville Road already.

**Public Comment:** Finally a plan to address our outdated roads in the area to deal with traffic concerns.

**Public Comment:** YES!!!!!! This is a much needed project that will ease the traffic in the are by modernizing the existing roadways and putting in the infrastructure to address the already overburdened traffic areas. Please fast track.

**Public Comment:** Bob Federico Chairman Eastwood Village Council (Please see attached letter)

2. Project Sponsor: KYTC

Project Name: KY155

KIPDA ID: 2371

Project Description: Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.

**Public Comment:** Yes please. This is sooooo over due. Many lives have been lost and you have

the stats. I have seen them to at the last FANA meeting. Please do something about the Direct traffic turning lane turning right to Haymakers rd.



## Eastwood Village Council

P.O. Box 92  
Eastwood. Ky 40018-0092

To Whom it may Concern.

In response to latest KIDA Road Plan Amendments:

The EVC wanted to formally state its deep concern for what has obviously been completely disregarded by Louisville's Planning community relative to the Eastwood Cutoff US 60 Realignment project we have been discussing for nearly 2 years. This discussion started with the Echo Trail Subdivision and has escalated since the announcement of the new Echo Trail Middle school (ETMS).

In addition, the previously approved 330 lot subdivision on Johnson Rd has broken ground and we are also faced with yet another 850-unit subdivision on Aiken / Johnson Rd. Both subdivisions, being districted to the new school, will clearly drive bus and car traffic into Eastwood and subsequently onto Gilliland through already over utilized intersections.

The EVC and the community are grateful for the turn lanes at Johnson which for now, has solved the eastbound left-hand turn problems from US60 to Johnson Rd. However, the turn lanes as designed, only provide for 2 - 3 car queues from westbound left hand turns onto Johnson Rd south of US60.

We have reached out to Representative Jerry Miller and JCPS (Abby Piper) to understand where funding for the US 60 Realignment project stood and its impact on the Eastwood cutoff intersection. It was brought to our attention that since the school has closed on the property, groundbreaking on the new school is scheduled for Summer 2021 with occupancy expected August 2023. As per Jerry Miller, and according to Matt Bullock, P.E. :

- 5-8952 (US 60 REALIGNMENT OF GILLILAND ROAD AND EASTWOOD CUTOFF): It will be November –December 2020 before the funds can be authorized (KIPDA Amendment #2 for FY 20-25 TIP). We will start in-house design when funds become available. There are no other funding phases in this biennium.
  - Internal Design should be completed by September 2021

NOTE: the Louisville Planning Commission, as a Condition of Approval for the Echo Trail development, requires the Developer to provide \$250,000 for the explicit purpose of planning and redesign of the failing Eastwood Cutoff Intersection at US60.



The Real Estate closing on the JCPS property should qualify as a triggering event and these funds should be made available for design / planning work as it clearly calls for. Furthermore, according to Representative Miller:

- Assuming Completion of in-house design by September 2021, project estimates for Right of Way (ROW), Utility Relocation and Construction would be available for inclusion in FY2023-24 Road Plan
- ROW acquisition would take a minimum of one year, with no high estimate since it is driven by willingness of sellers to accept KYTC appraisal offer.
- Utility relocation could take one year or more, depending on underground gas and electric relo.
- Assuming above takes only 1-3 years total, construction money could be available in the FY2025-26 Road Plan.
- Construction could be done in 1 year if funds are available, but there is no guarantee.

As we can see, this solution is 2 - 3 years LATE to accommodate the Middle School occupancy. Councilman Anthony Piagentini and I discussed this specifically with Dr. Pollio, Superintendent JCPS in October 2019, who agreed the traffic infrastructure had to be improved in time for occupancy as the current scenarios were UNSAFE to faculty, advisers, the community and above all, students.

In addition, in a letter from Louisville Public Works to Randy Frantz, Director - Transportation for JCPS, dated 2/20/2019, the letter states that:

The Gilliland Rd intersection with Eastwood Cut Off Rd (KY-2841) & Shelbyville Rd (US-60), which is the major arterial roadway to the north of the subject site, already experiences excessive delays and is currently operating at a Level of Service F in both the AM and PM peak hours. Based on a traffic study prepared on 10/22/18, the northbound approach of this intersection with Shelbyville Rd currently experiences a delay of 83.6 seconds and is expected to increase to 671.8 seconds in the year 2030 with a growth factor of 1.5%. The PM peak hour traffic currently experiences 169.7 seconds of delay which is predicted to increase to 1,372.2 seconds in 2030. The growth factor used to project future traffic volumes may not accurately account for the additional traffic that may be generated by a new school.

What is really concerning is what is being discussed as "Alternatives to facilitate opening of ETMS in August 2023. Specifically:

- While doing in-house design of the US 60 Realignment, KY Cabinet will examine alternatives for the existing Gilliland/Eastwood Cutoff/US 60 intersection to make it safer.
- One alternative is to prohibit turns onto Westbound US 60. That w/b traffic would be routed to the Johnson Road intersection. Right-turns onto Eastwood Cutoff and southbound Gilliland would be allowed
- KYTC can consider if a traffic signal can be placed at Johnson Road ix by August 2021 to accommodate the increased ETMS construction related traffic that will travel through Eastwood

While on the surface, these alternatives appear helpful, they:

Fail to address the obvious traffic from US60 westbound in the morning needing to get to the School via the Johnson Rd route. There is currently no queue space on US60 to handle multiple school buses and the anticipated number of cars headed south. This would lead to a huge back log of traffic westbound during AM rush hours. This doesn't even begin to address the school buses returning to their depots after student drop-off.

Another aspect of this solution is a non-stop lane Eastbound from US60 to South bound Gilliland via the Eastwood cutoff stub. The obvious problem is that the traffic which, as per above, would be coming from the Johnson Rd intersection that would now have to make a LEFT turn onto Gilliland south but they would be facing a virtual nonstop flow of traffic from Eastbound US60. The geometry speaks for itself.

The signalization at Johnson Rd, (being considered), in order to handle the afternoon school exiting traffic would have to have significant US60 stop times to again handle the traffic, not only onto US60 but needing to cross US60 to travel back north on Johnson Rd to handle the new subdivisions already identified earlier. This same light would have to address the US60 Westbound needs back towards Middletown as the solution calls for stopping access to US 60 westbound from Eastwood Cutoff / Gilliland.

The extended stop times needed by that signal would without doubt, force eastbound US60 traffic to come to a dead stop in front of the Middletown / Anchorage Fire House at Eastwood cutoff.

While we are addressing the impacts of the ETMS, we cannot forget the traffic from the Echo Trail subdivision phases 1 and 2 which were the catalyst for all this in the first place.

**After all this, we had the opportunity to review the KIPDA report and the highest priority project that concerns the Eastwood Village Council; Widening of US 60 to three lanes from Rockcrest Rd on the East and the Cut-off on the west. I have summarized the changes to these projects below.**

**Widen US 60 to three lanes.**

- **Moved funding for design phase from 2020 to 2021**
- **Moved right of way purchase from 2020 to 2023**
- **Moved utility movement phase from 2020 to 2024**
- **Moved construction phase from 2020 to beyond 2025**
- **Moved "open to the public" date from 2024 to 2029**

**Things to make note of:**

1. **Just because something is "in the budget" doesn't mean it will actually be done.**
2. **Remember that Jerry Miller has previously publicly stated that only the first two years are actually budgeted while the remaining three years are only planned with no funding commitment.**
3. **This amendment removes the construction phase of this project from the five year plan.**
4. **There is only \$1,000,000 allotted to the construction phase of this project. I do not see how the intersection at the Eastwood Cut-off could be part of this project.**

## **In Conclusion,**

**With the New Middle School opening its doors in 2023 at the latest, it painfully obvious that nothing is being done to address the pending traffic congestion and safety issues at the Eastwood Cutoff Intersection. Virtually ALL school traffic, from School buses to individual cars will flow through Eastwood and the Eastwood Cutoff Intersection. Add to that traffic, the planned and approved Echo Trail Subdivision with 550 new homes, again using the same route and the Johnson Rd subdivision breaking ground along with the obvious known geometry issue of said intersection and we have a dangerous condition being created.**

It seems to us that there are some serious faults and deficiencies that need to be addressed and viable solutions identified. The re-structuring and signalization of the Eastwood Cutoff / Gilliland Rd to US60 intersection still seems to make the most sense especially giving its proximity to the Fire house and current geometry.

As the East End grows, it too must be supported by State and Local Government, not simply viewed as a property taxing cash cow with little to no funding going back to the community that generates it. This includes system development fees that are woefully low and outdated, needing adjustments to 2021 needs and again, properly being allocated to handle the infrastructure needs of the communities that come from.

We urge KIPDA, the Louisville Planning Commission, Louisville Metro Council, JCPS, Louisville Public Works, our State Representatives and the Kentucky Transportation Cabinet to take a serious look at this immediate area and address what will become a safety issue within the next 2 - 3 years. We also urge that a separate independent Traffic Study focused on Eastwood / US60 / Johnson Rd / Gilliland and Echo Trail be conducted promptly and that it addresses the ETMS and all new subdivisions identified to date comprehensively.

Sincerely,  
Bob Federico  
Chairman Eastwood Village Council

## **Draft Coordinated Human Services Transportation Plan**

### **Public Comments**

Dear Greg Burress,

I'm writing to submit a comment for the 2020 Draft Coordinated Human Services Transportation Plan. Could you please reply letting me know you've received this comment?

This plan focuses on a certain subset of individuals in our community. However, the issues and problems identified in this plan apply to our entire community, not just this subset of individuals. Our entire community feels the negative impacts of infrequent and unreliable public transit, underinvested/non-existent pedestrian facilities, and uninvested/non-existent bike facilities.

Our community's historical and current transportation and land use decisions have created a community that is extremely car-dependent. We live in a community where owning and operating a car is the "cover charge" for being able to fully participate in society.

The priorities and problems identified in this plan should not just apply to this special category of projects and funding, but rather these learnings need to dictate how we apportion all of our transportation dollars. I urge KIPDA and all the political members of this body to take the priorities and problems identified through this exercise into account when deciding on ALL transportation projects. If our political leaders take these issues to heart, we will build a healthier and wealthier community where everyone can participate - not just able-bodied people who can afford cars.

Specifically, I want to comment on the first paragraph of page 13. Transportation infrastructure HUGELY INFLUENCES where development happens. So, if we build a road to an area that is anticipated to grow, then it is like a self-fulfilling prophecy that that area will grow - because there is a new road going there. We have the ability to shape and direct where development does - or does not - occur. We need to make land use and transportation policy decisions in unison.

Louisville has land use development patterns that much of the other KIPDA area does not. I suggest this plan outline Louisville/Jefferson County-specific "Goals/Strategies" - and not just a single set of "Goals/Strategies" for all the KIPDA area. For example, extensive public transit funding, protected bike lanes, and sidewalk maintenance could be very high priority in Louisville - while demand-based transit could be more suitable for a more suburban/rural area.

I don't see enough in here about bike infrastructure. While there is a mention of it in Goal 3 (Page 45), I'd like to see high-quality bike infrastructure as an explicit strategy. Many older people may not be physically able to drive a car (as it is a large machine capable of going high speeds), but they are physically able to ride a bike....given there is safe infrastructure to do so. This is the reality in many other countries.

I do not like seeing Lyft/Uber listed as a case study under Goal 2. We should not be putting our resources and money into supporting more car-dependent transit modes. We should instead focus on public transit, biking, and walking.

Again, please consider the learnings from this plan's development in all our transportation projects. For example, let's not widen US-60 or I-71 or build a third ring highway - instead, let's serve our entire community with transportation infrastructure that everyone can use.

**Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY  
2020 - 2025 Transportation Improvement Program (TIP)**

**Public Comments (Received after comments were sent to TPC for review on 11/9/20)**

1. Project Sponsor: KYTC

Project Name: I-64 KIPDA ID: 390

Project Description: Eastwood Fisherville Connector to I-64. Project will consider a new interchange and connector road from KY 148 to US 60 with a new interchange on the I-64 corridor.

**Public Comment:** No!!!! Eastwood Fisherville Road, is too narrow as it is. We need a light at the cut Off and Eastwood Fisherville Road widened.



*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

**Agenda Item: #6**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Nick Vail  
**DATE:** November 13, 2020  
**SUBJECT:** Project Management Guidebook Updates

On September 24, 2020, the Transportation Policy Committee (TPC) approved the new Project Management Guidebook (PMG). The PMG explains how KIPDA manages the MPO Dedicated Funding Programs.

Following TPC approval of the PMG, KIPDA staff realized that the following two clarifications are necessary. KIPDA staff presented these two clarifications to Kentucky project sponsors at a recent project review meeting and when asked for concerns, none were raised.

- The first update is in regard to cost increase opportunities for Kentucky sponsors with STBG-MPO projects. On page 9 (see attachment) staff recommends revising the language to clarify that there will be up to four opportunities to submit cost increases per year.
- The second update is in regard to phase shifts for STBG-MPO projects in Kentucky. No revision to the PMG is necessary, however, staff has clarified with project sponsors that projects with previous phase shifts will have a clean slate. This is due to the fact the rules for phase shifts have changed so dramatically.

The revised Project Management Guidebook is attached. TTCC recommended TPC approval at the November 10<sup>th</sup> meeting.

**Action is requested to approve revisions to the Project Management Guidebook.**

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# **Project Management Guidebook**

## **Metropolitan Planning Organization (MPO)**

### **Dedicated Funding Programs**

**Approved by the Transportation Policy  
Committee (TPC) on September 24, 2020**

# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

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# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

### Introduction

### Background

In August 2016, KIPDA's Transportation Policy Committee (TPC) approved a Project Management Process (now titled Project Management Guidebook) for the Surface Transportation Block Grant (STBG-MPO) Program to clarify requirements and procedures and to increase transparency and accountability. It was a new process for planning, programming and prioritizing STBG-MPO funds for which the TPC has sole authority to award.

In February 2020, a Transportation Technical Coordinating Committee (TTCC) working group was formed to examine the PMG rules and procedures in order to identify improvements that would further the original goals while reducing the administrative burden faced by project sponsors. This new Project Management Guidebook (2020) is the product of the TTCC Working Group's efforts and replaces the original Project Management Process (2016). This guidance will be used to develop recommendations to TPC but shall not limit TPC's ability to make decisions in the best interest of the Metropolitan Planning Organization (MPO).

### Goals

The goals of the PMG are as follows:

- Support the goals of the [Connecting Kentuckiana 2040](#) Metropolitan Transportation Plan (MTP)
- Support the performance targets as defined by the [KIPDA Performance Management Plan](#)
- Ensure that projects advance in a timely and efficient manner so the community may benefit
- Establish a process that provides clear and understandable rules for project sponsors to follow
- Reduce the administrative burden to ensure it is not an impediment to project delivery

### What's changed?

While there are many things that have changed from the original Project Management Process (2016), there are a few prominent changes, outlined here:

- The processes and procedures included in this guidebook apply to all of KIPDA's MPO Dedicated Funding Programs; variations by program are outlined. This includes:
  - Indiana programs: Congestion Mitigation and Air Quality (CMAQ-MPO), Highway Safety Improvement Program (HSIP-MPO), Surface Transportation Block Grant (STBG-MPO) and Transportation Alternatives (TA-MPO)
  - Kentucky programs: Surface Transportation Block Grant (STBG-MPO) and Transportation Alternatives (TA-MPO)
- The administrative burden on project sponsors has been reduced and KIPDA is transitioning to online submittal of forms, applications, etc.

## KIPDA's Project Management Guidebook

### Metropolitan Planning Organization (MPO) Dedicated Funding Programs

- Funds available for planning studies were increased from 2% to 5% of the annual KY STBG-MPO program. Cost increases are now only available for projects that have previously been awarded funds through an MPO dedicated funding program.
- The 20% cost increase threshold, requiring sponsors to submit additional paperwork for those cost increase requests, has been eliminated.
- The rules for managing project schedules (i.e. delays and phase shifts) have been restructured to maintain accountability, while acknowledging the external factors for which sponsors have little to no control over.
- The reporting and meeting requirements for Kentucky project sponsors were streamlined.

## Overview

### Programs

KIPDA manages annual sub-allocations for four federal funding programs in Indiana and two in Kentucky. These are known as the MPO Dedicated Funding Programs. The table below indicates which programs KIPDA receives an annual sub-allocation of funding for.

Program	Indiana	Kentucky
Congestion Mitigation and Air Quality (CMAQ-MPO)	Y	N
Highway Safety Improvement Program (HSIP-MPO)	Y	N
Surface Transportation Block Grant (STBG-MPO)	Y	Y
Transportation Alternatives (TA-MPO)	Y	Y

The purpose of each of these Federal Funding Programs is outlined here:

- Congestion Mitigation and Air Quality (CMAQ-MPO): This is a funding source-focused on reducing vehicle emissions in designated areas of the United States. Federal funding is available to government agencies for projects that will contribute greatly to air quality improvements and decreases in traffic congestion without adding vehicle capacity on roadways. Federal CMAQ funds must be spent in non-attainment or maintenance areas as determined by the Environmental Protection Agency (EPA).
- Highway Safety Improvement Program (HSIP-MPO): This is a Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

## KIPDA's Project Management Guidebook

### Metropolitan Planning Organization (MPO) Dedicated Funding Programs

- Surface Transportation Block Grant (STBG-MPO): This is a Federal-aid program that provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- Transportation Alternatives (TA-MPO): This program provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

### Process Overview

The following is an overview of the project management process. The details of each activity will be covered in subsequent sections of this guidebook.

KIPDA announces a Call for Projects, specific to each state and the applicable funding programs, every two to three years. Local public agencies (i.e. project sponsors) must submit an MPO Dedicated Funding Program Application. If the project the sponsor is applying for is new to KIPDA, then the sponsor must also submit a Project Application. If sponsors request more funds than are available, a TTCC Working Group will be formed to review and evaluate the project applications. The TTCC Working Group will ultimately make a funding recommendation to be considered by the TTCC and then the TPC. After TPC awards the MPO dedicated funds to a specific project, KIPDA staff will work with the sponsor to add the project to the Transportation Improvement Program (TIP) and if not already included in the MTP. Once that is accomplished then the sponsor can work with their respective state department of transportation to proceed with federal authorization and ultimately obligate the funds for a particular phase of the project. More details about the specifics can be found in the section about [Calls for Projects](#).

A sponsor may realize that additional funds (i.e. cost increase) are needed for a particular phase of the project. Periodically there are opportunities for sponsors to apply for a cost increase. If funds are available, then project sponsors must submit a Cost Increase Application. If sponsors request more funds than are available, a TTCC Working Group will be formed to make funding recommendations to TTCC and ultimately TPC. There are many nuances as to whether funds will be available and when sponsors can apply. More details about the specifics can be found in the section about [Managing Costs](#).

There are also occasions when a particular phase of a project is delayed, and the sponsor may wish to shift the phase to a different fiscal year. Only Kentucky project sponsors can shift a phase of a project due to INDOT rules. KIPDA staff will alert Kentucky sponsors when phase shift requests can be submitted. In some cases, sponsors must submit a Phase Shift Application so that a TTCC Working Group may consider recommending that TPC grant an exception to the phase shift rules. More details about the specifics can be found in the section about [Managing Schedules](#).

# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

### Decision-making

As previously mentioned, there are occasions when a TTCC Working Group must be formed. It could be related to a new Call for Projects, phase shift exception request or an instance where there are not enough funds available to cover every cost increase request. In each of these instances KIPDA staff will convene a TTCC Working Group comprised of representatives from the following agencies:

- Indiana Department of Transportation (INDOT)
- Kentucky Transportation Cabinet (KYTC)
- Kentuckiana Regional Planning and Development Agency (KIPDA)
- Louisville Metro Government
- Transit Authority of River City (TARC)
- Two rotating TTCC member agencies with voting status from Indiana
- Two rotating TTCC member agencies with voting status from Kentucky

If a rotating TTCC member agency prefers not to participate, then the next member agency on the rotating list of agencies will be asked to participate. It is not required that all nine TTCC Working Group members participate, but it is recommended.

The TTCC Working Group members must reach a consensus on any recommendations. Members have discretion as to how they reach their decision, but the following factors should be considered when applicable:

- Project's MTP ranking
- Project's potential contribution to achieving KIPDA's performance targets
- Ability of project sponsor to provide necessary non-federal match
- Project sponsor's history of advancing projects in a timely and efficient manner
- Information provided via any applications
- Relationship of the project to the Environmental Justice areas
- Justification for cost increase or phase shift
- Amount of a cost increase relative to the original cost estimate
- Amount of a cost increase relative to the available balance

Once the TTCC Working Group has reached consensus, a KIPDA staff member will draft a recommendation report. The TTCC Working Group recommendation will then be presented to the TTCC for their consideration and recommendation to TPC. The TTCC has discretion to modify the TTCC Working Group's recommendation. The TPC also has discretion to modify the recommendation from TTCC. Ultimately it is up to TPC to make any final decisions. Once TPC approval has occurred, KIPDA staff will follow up with project sponsors on the next steps needed to incorporate any project changes in the TIP and MTP.

# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

### Calls for Projects

#### Announcement

Calls for Projects (i.e. Call) do not occur annually. Instead KIPDA prefers to wait until at least two fiscal years' worth of funding is available prior to announcing a Call. When a Call is announced, KIPDA staff will provide a schedule of activities including the submittal deadline(s) for potential project sponsors. Ample time will be provided so that sponsors can adequately prepare documentation and complete the appropriate application(s).

#### Eligibility

All state and local public agencies in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) are eligible to compete for available funds. However, all Calls are state specific and only sponsors who are located or operate in Indiana can compete for Indiana funding programs and those who are located in Kentucky can compete for Kentucky funding programs.

Project eligibility depends on the specific MPO dedicated funding program. Each of the four programs listed in the [Overview](#) section of this guidebook have their own federally defined project eligibility. The STBG-MPO program is the most flexible in terms of project eligibility, while the CMAQ-MPO, HSIP-MPO and TA-MPO programs are all very specific in the types of projects that are eligible.

One type of eligible project that is a bit different from the rest is planning studies. Planning studies are only eligible through the STBG-MPO program. Up to 5% of the annual sub-allocation of STBG-MPO funds may be awarded to planning studies. Planning studies must be obligated in the year they are programmed, and they are not eligible for cost increases.

Finally, there is a cap on how much federal funding Kentucky project sponsors are eligible to receive for a single phase of a project through the STBG-MPO program. KIPDA annually receives approximately \$20M through the program. The most a single phase can receive is 50% of the adjusted annual allocation of STBG-MPO funds. More information about the adjusted annual allocation of STBG-MPO can be found in the [Managing Costs](#) section. The reason the 50% rule does not apply to the programs in Indiana and the TA-MPO program in Kentucky is that the amount KIPDA receives annually is significantly lower which already makes it difficult to fully fund a single phase of a project.

#### Applying for Funds

Projects that are new to KIPDA's planning documents (i.e. MTP and TIP) must first submit a Project Application which is found on [KIPDA's Transportation Planning Portal](#). Every transportation project in the current MTP and TIP must have submitted a Project Application at some point in time. The Project Application provides KIPDA staff with all of the relevant details about a project including the scope, total cost and anticipated open to public (OTP) date. Additional questions asked in the Project Application help KIPDA staff determine a project's potential contribution to the regional performance targets as well

## KIPDA's Project Management Guidebook

### Metropolitan Planning Organization (MPO) Dedicated Funding Programs

as its ranking in the MTP. Be sure not to include any project phases in the TIP funding section of the application unless the funds have been secured/committed (e.g., sponsor is certain funds are committed by funding agency). Existing MTP and/or TIP projects do not need to submit a Project Application unless there has been a change to the scope, OTP date or some other important change such as a new State ID.

Once a sponsor has submitted a Project Application, made changes to a Project Application, or verified that existing Project Application data is accurate, an MPO Dedicated Funding Application can be submitted. This application is also found in the [Transportation Planning Portal](#). Sponsors must also upload documentation reflecting the agency's ability to provide the required local match and the project's cost estimate.

Staff will review the Project Application and MPO Dedicated Funding Application for completeness and will follow-up with sponsors if any additional information or clarifications are required.

### Funding Awards

If there are more federal funds available than requested all eligible applications will be sent to TPC for final approval. While it is possible, it is highly unlikely as Calls are typically very competitive in terms of the number of applications submitted and funds requested. If the total request for funding is greater than what is available. If that is the case, then the process will follow what was explained in the section about [Decision-making](#) found in the [Overview](#) section. In short, a TTCC Working Group will make a funding recommendation that is then sent to TTCC for consideration. TTCC will then either accept the recommendation or modify the recommendation for TPC to consider. Once TPC takes action, then the next step is to incorporate the newly awarded projects into the MTP, and TIP as needed. Depending on the scope and total project cost some projects can be processed through an administrative modification to the TIP. All other projects must be added to the MTP and TIP through an amendment which typically takes 3-4 months. Once the projects have been added to the planning documents, project sponsors can work with their respective state department of transportation to seek federal authorization and ultimately obligate federal funds for a particular phase.

### Managing Costs

There are opportunities for sponsors, with projects funded through one of the MPO dedicated programs, to request a cost increase for a particular phase. Whether funds are available depends on the particular funding program and the state in which the project is located. Cost increases are only available to projects that were awarded MPO Dedicated Program funds previously.

### Indiana

Although KIPDA receives annual sub-allocations for four funding programs, the total amount of funding received through the programs is approximately \$4-5M. Due to the limited availability of funds coupled

## KIPDA's Project Management Guidebook

### Metropolitan Planning Organization (MPO) Dedicated Funding Programs

with the typical cost of a transportation project no funds are set aside for cost increases through any of the four programs. The result is that cost increase opportunities are random and may not occur every year. Federal Highway Administration (FHWA) and INDOT rules provide some flexibility to shift funds among four MPO dedicated funding programs which increases the probability that there may be funds available for cost increases. Typically, the availability of funds for cost increases depends on four questions:

- During the last Call for Projects, were sponsors awarded 100% of the estimated funds available?
- Was the actual amount of funds sub-allocated by INDOT greater than the estimated amount?
- Was the actual cost for a particular project phase less than the amount awarded to a sponsor?
- Were any projects and/or a phase of a project cancelled or delayed?

The answers to these four questions will determine whether there are opportunities for Indiana sponsors to request cost increases in a particular fiscal year. If there are funds available only existing MPO dedicated projects can request cost increases. All available funds are comingled, so it does not matter which of the four dedicated programs a particular project was originally awarded funds from.

### Kentucky

KIPDA manages annual sub-allocations for two funding programs, each with their own unique circumstances.

In the STBG-MPO program there is a cost increase reserve that is set aside annually for anticipated cost increases. The amount set aside each year is equal to 20% of the annual sub-allocated amount. Therefore, the adjusted annual allocation of STBG-MPO funds is 80% of the annual sub-allocated amount. Kentucky sponsors with existing STBG-MPO projects can expect up to **four** ~~two~~ opportunities annually to apply for cost increases. ~~The first opportunity will be at the beginning of the fiscal year and there will be another towards the end of the fiscal year if there are funds remaining.~~ Only current STBG-MPO projects are eligible to request funds from the STBG-MPO cost increase reserve. Any funds remaining at the end of the fiscal year will be added to the cost increase reserve set aside for the next fiscal year.

In the TA-MPO program there is no cost increase reserve for the same reasons that no funds are set aside in Indiana. The sub-allocated amount that is made available to KIPDA annually is approximately \$1M. Cost increase opportunities are unpredictable. Whether an opportunity will arise is based on the same four questions outlined above for Indiana cost increases. If there are funds available only existing TA-MPO projects can request cost increases.

### Bi-State Process

KIPDA will follow the same process in both states when cost increase opportunities arise. An announcement will be made regarding how much funding is available for cost increases and an application deadline will be specified. Planning studies and programs are not eligible for cost increases.

## KIPDA's Project Management Guidebook

### Metropolitan Planning Organization (MPO) Dedicated Funding Programs

Other than the total amount available, there is no limit on how much funding a sponsor may request. All requests must be submitted through the Cost Increase Application found in the [Transportation Planning Portal](#).

If there are more federal funds available than requested all eligible applications will be sent to TPC for final approval. The only exception is if KIPDA staff determines that the request is extremely unusual or excessive. If there are not enough funds available to cover every request, then the process will require the formation of a TTCC Working Group. More information about this process is explained in the section about [Decision-making](#) found in the [Overview](#) section of this guidebook.

### Shifting Funds Between Project Phases

During the life of a project, sponsors may realize that one phase requires more funding than originally anticipated, while another phase of the same project requires less funding. If this is the case project sponsors may shift funds between phases of the same project by simply emailing KIPDA staff and attaching an updated engineer's cost estimate. Upon review and approval KIPDA staff will instruct the sponsor to submit the change via the Project Application found in the [Transportation Planning Portal](#).

### Managing Schedules

TPC strongly encourages project sponsors to set reasonable schedules that can be maintained to minimize delays and expedite project delivery. For example, if the Construction phase of Project X is scheduled for FY 2021 then the sponsor will be expected to seek federal authorization to obligate the funds in FY 2021. However, there will inevitably be issues that arise which force a sponsor to delay a phase of a project. Due to state specific rules from INDOT and KYTC there are differences as to whether KIPDA staff can accommodate a project delay.

### Indiana

INDOT does not allow KIPDA to carryover MPO dedicated program funds from one fiscal year to the next. Therefore, Indiana project sponsors cannot request that funds associated with a particular phase of a project be shifted back to another fiscal year. If for some reason a project sponsor does not obligate MPO dedicated funds in the fiscal year they are programmed then the sponsor will have to pay for the phase with 100% local funds, consider cancelling the project or swap MPO dedicated funds with another project sponsor. Sponsors should alert KIPDA staff as early as possible if there is any chance that the MPO dedicated funds will not be obligated within the fiscal year in which they are programmed. KIPDA staff will attempt to reprogram those funds to another project(s) that needs a cost increase.



# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

### Kentucky

KYTC does allow KIPDA to carryover MPO dedicated program funds from one fiscal year to the next. If a sponsor would like to advance a phase of a project to an earlier fiscal year, please contact KIPDA staff. If for some reason a sponsor needs to shift a project phase back due to a delay the following rules apply:

A phase shift is defined as any number of years as long as the phase is being shifted to a fiscal year within the current TIP. The initial design phase of a project must be obligated in the year in which it was programmed in the TIP.

- While a project is under design the sponsor can shift the right of way, utilities, and construction phase twice. If the sponsor needs to shift a third time it must request an exception.
- If a phase of a project (R, U, C) requires a fourth shift (after initial design obligation and before obligation of the next phase) all future programmed MPO dedicated funds will be removed from the TIP and the project will have to re-compete through the next Call for Projects. Sponsors should be aware that if they do not move into the next phase after design within ten years, they may be asked to pay the Federal funds back.
- There is no limitation on the programming of additional design funds (design funds needed after the initial design obligation) as long as the above rules are met.
- Sponsors only need to submit a Phase Shift Application when an exception is being requested. Otherwise the sponsor simply needs to notify KIPDA staff about the particular phase shift and then submit a change to the Project Application found in [Transportation Planning Portal](#).
- Once the sponsor obligates the next phase (i.e. right of way or utilities) of the project after design, then the remaining phase(s) can be shifted an unlimited number of times as long as the fiscal year that the phase is being shifted to is still within the current TIP years.
- If a sponsor shifts a phase out of the current TIP it will have to re-compete for MPO dedicated funds through the next Call for Projects.

Allowable Number of Shifts (of any remaining phases)		
SHIFT =	After Initial Design Obligation and Before Next Phase is Obligated	After Obligation of Any Phase Beyond Design (R, U, or C)
any number of years	2 shifts + 1 exception	unlimited

# KIPDA's Project Management Guidebook

## Metropolitan Planning Organization (MPO) Dedicated Funding Programs

### Project Progress

#### Tracking

KIPDA staff maintains a project tracking sheet for all projects awarded MPO dedicated program funds. The tracking sheet reflects how much federal funding each phase of a project has programmed in the current TIP. It also indicates how much federal funding has been obligated towards a particular phase of a project. In addition to tracking the progress of projects, the sheet also indicates how much funding KIPDA anticipates receiving in future fiscal years. Sponsors can also find information about whether there will be funding available for cost increases. This is a living, working document that is constantly updated. It can be found on [KIPDA's TIP webpage](#) under the MPO Dedicated Funding Programs section.

#### Reporting

Each project sponsor with an MPO dedicated project must submit progress reports. These reports request the month and year in which the sponsor anticipates obligating funds for a particular phase of a project. When funds have been obligated the sponsor should indicate as much in the progress report.

In Indiana project sponsors are required to submit progress reports quarterly, whereas Kentucky sponsors will only submit reports semi-annually. KIPDA staff will prompt sponsors in advance of the deadline for progress reports.

#### Project Review Meetings

KIPDA staff will host project review meetings to discuss in greater detail the progress that sponsors have made on each active MPO dedicated project. During the meeting sponsors will make note of any significant project delays, upcoming funding obligations and projects that are now open to the public.

In Indiana project sponsors are required to meet quarterly, whereas Kentucky sponsors will meet semi-annually. KIPDA staff will coordinate these meetings.

#### Program Review

Sponsors that have recurring/ongoing programs funded with MPO dedicated funds will be asked by KIPDA staff to provide a written progress summary and/or formal presentation to the TTCC and/or TPC on an annual basis. The funding for programs is typically obligated at the beginning of the fiscal year so no progress reports are required.



*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

**Agenda Item: #7**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** Nick Vail

**DATE:** November 13, 2020

**SUBJECT:** Quarterly Review of MPO Dedicated Funding Programs

As the Metropolitan Planning Organization (MPO) for the Louisville, KY-IN Metropolitan Planning Area (MPA), the Transportation Policy Committee (TPC) has the authority to award and manage Federal funds from four programs in Indiana and two programs in Kentucky. KIPDA staff coordinates with project sponsors to ensure MPO dedicated projects are being implemented in a timely manner.

With the recent adoption of the new Project Management Guidebook (PMG) many of the rules and requirements have changed. One such change is that sponsors in Kentucky will only submit progress reports semi-annual, while sponsors in Indiana will continue to submit quarterly progress reports as the Indiana Department of Transportation (INDOT) requires. Another major change is that the typically phase shifts and cost increases can be reviewed and recommended for approval at the staff level. This removes an administrative burden for many sponsors as well as the TTCC members that usually participate on our working groups. Staff will still present any cost increases or phase shifts for TPC approval.

This quarter KIPDA staff will present a summary of the progress reports submitted by project sponsors as well as the cost increases and phase shifts that are being recommended by staff. Please see the attachments for more information. TTCC recommended TPC approval at the November 10<sup>th</sup> meeting.

**Action is requested to approve all cost increases and phase shifts requested by project sponsors.**

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**Indiana MPO Dedicated Projects  
Progress Report Summary**

Project Sponsor	KIPDA ID	Funding Source	Project Name	2020	2021	2022	2023	2024	2025
<b>Congestion Mitigation and Air Quality (CMAQ) - MPO Projects</b>									
APCD	370	CMAQ	KAIRE	Program	Program	Program			
Floyd County	2128	CMAQ	Charleston Road Complete Streets	R	U				
TARC	2408	CMAQ	TARC Cross River Connectors	Program	Program				
<b>Highway Safety Improvement Program (HSIP) - MPO Projects</b>									
Clark County	2549	HSIP	CR 403 and Stacy Road	PE		R	U	C	
Floyd County	2531	HSIP	Blunk Knob Rd. Guardrail	PE		C			
Floyd County	2532	HSIP	Farnsley Knob Guardrail	PE		C			
<b>Surface Transportation Block Grant (STBG) - MPO Projects</b>									
Clarksville	2389	STBG	Blackstone Mill Road Phase 2			R		C	
Clarksville	2393	STBG	Riverside Drive		R			C	
Floyd County	1558	STBG	Bridge 51	PE	R		C		
KIPDA	56	STBG	Every Commute Counts (Ticket to ride)	Program	Program	Program	Program	Program	Program
New Albany	309	STBG	Mount Tabor (Phase 1& 2)	R C				U	C
New Albany	3292	STBG	E. Main St. State St. to 5th St.	PE		C			
<b>Transportation Alternatives (TA) - MPO Projects</b>									
Clarksville	2541	STBG	Montgomery Ave. / Jeffersonville 9th St. Multimodal		R		C		

**Phase Legend**

D = Design  
 PE = Preliminary Engineering  
 R = Right of Way  
 U = Utilities  
 C = Construction

**Progress Legend**

*On/Ahead Schedule*  
*Behind Schedule*  
*Obligated*

**Kentucky MPO Dedicated Projects**  
**Progress Report Summary - FY 2020 Phases Only**

Project Sponsor	KIPDA ID	Funding Source	Project Name	2020 Phase
<b>Surface Transportation Block Grant (STBG-MPO) - MPO Projects</b>				
Bullitt County	NEW	STBG-MPO	KY 44	
Jeffersontown	2084	STBG-MPO	Bluegrass Commerce Park Bicycle/Pedestrian Trail Phase II	C
Jeffersontown	2774	STBG-MPO	Galene Drive/Sprowl Road Collector Extension	
Jeffersontown	2082	STBG-MPO	Good Samaritan Bicycle & Pedestrian Trail Connector	C
Jeffersontown	2619	STBG-MPO	Ruckriegel Parkway Sidewalk Improvement	C
Jeffersontown	1582	STBG-MPO	Watterson Trail Phase I	C
Jeffersontown	1583	STBG-MPO	Watterson Trail Phase II	D
				R
				U
				C
KIPDA	162	STBG-MPO	Every Commute Counts	Program
KYTC	188	STBG-MPO	English Station Rd.	C
KYTC	2508	STBG-MPO	KY 146 Sidewalks	C
KYTC	1879	STBG-MPO	KY 864	
KYTC	2214	STBG-MPO	KY 1931	R
KYTC	213	STBG-MPO	KY 1932 Chenoweth Ln.	D
				R
				U
KYTC	1271	STBG-MPO	US 42	C
Louisville Metro	1662	STBG-MPO	AB Sawyer Greenway Shared Use Path	U C
Louisville Metro	1353	STBG-MPO	Baxter/Bardstown Premium Transportation Corridor - Section 1	
Louisville Metro	337	STBG-MPO	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Program
Louisville Metro	2239	STBG-MPO	Cannons Lane	U
Louisville Metro	223	STBG-MPO	Cooper Chapel Rd. Phase 3	U
Louisville Metro	2232	STBG-MPO	Dixie Highway Additional Design Funds	C

**Kentucky MPO Dedicated Projects**  
**Progress Report Summary - FY 2020 Phases Only**

<b>Project Sponsor</b>	<b>KIPDA ID</b>	<b>Funding Source</b>	<b>Project Name</b>	<b>2020 Phase</b>
Louisville Metro	2064	STBG-MPO	East Market Street (US-31E) Streetscape	
Louisville Metro	NEW	STBG-MPO	Hikes Lane Rehabilitation	

**Kentucky MPO Dedicated Projects**  
**Progress Report Summary - FY 2020 Phases Only**

Project Sponsor	KIPDA ID	Funding Source	Project Name	2020 Phase
Louisville Metro	384	STBG-MPO	Hubbards Ln.	D
				R
				U
				C
Louisville Metro	224	STBG-MPO	I-65	D
				U
Louisville Metro	369	STBG-MPO	Kentuckiana Air Education	
Louisville Metro	2086	STBG-MPO	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Pond Creek	D
Louisville Metro	2087	STBG-MPO	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Dodge Gap	D
Louisville Metro	2092	STBG-MPO	Louisville Loop Shared Use Path - Jefferson Memorial Forest - Medora	D
Louisville Metro	2388	STBG-MPO	Main Street / Story Avenue Intersection	D
				R
Louisville Metro	2268	STBG-MPO	Northeast Louisville Loop MET, Section 1 Beckley Woods to Beckley Station	U
				C
Louisville Metro	2269	STBG-MPO	Northeast Louisville Loop MET, Section 2 Beckley Station to Bircham Rd.	
Louisville Metro	2271	STBG-MPO	Northeast Louisville Loop MET, Section 4 Beckley Creek Park to Eastwood Cutoff	R
Louisville Metro	1109	STBG-MPO	Ohio River Levee Trail Phase III	
Louisville Metro	2622	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 1	
Louisville Metro	2623	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 2	R
Louisville Metro	2624	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 3	R
Louisville Metro	2627	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 6	D
Louisville Metro	2628	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 7	D
Louisville Metro	2629	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 8	D
Louisville Metro	2630	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 9	D
Louisville Metro	1809	STBG-MPO	One-Way Street Conversion to Two-Way Phase 1	C
Louisville Metro	163	STBG-MPO	River Road	C
Louisville Metro	1423	STBG-MPO	River Rd. Bicycle & Pedestrian Improvements	D

**Kentucky MPO Dedicated Projects**  
**Progress Report Summary - FY 2020 Phases Only**

Project Sponsor	KIPDA ID	Funding Source	Project Name	2020 Phase
Louisville Metro	1338	STBG-MPO	River Road Extension	D
				R
				U
Louisville Metro	2594	STBG-MPO	Stony Brook Drive Sidewalk Connector	R
Mount Washington	2479	STBG-MPO	Historic Multi-Use Trail Segment C	D
				R
Oldham County	1808	STBG-MPO	Buckner Connector	D
				R
				U
				C
Oldham County	2615	STBG-MPO	Kenwood Road	
Oldham County	414	STBG-MPO	KY 22 Corridor Study	
Oldham County	1877	STBG-MPO	KY 329	D
				U
Oldham County	321	STBG-MPO	LaGrange Underpass West of LaGrange	U
Oldham County	1606	STBG-MPO	Old Floydsburg Rd. Safety Improvements	C
Oldham County	327	STBG-MPO	Oldham County Bicycle & Pedestrian Trail	D
Oldham County	2175	STBG-MPO	Oldham County Bicycle & Pedestrian Trail - Old LaGrange Rd.	D
Oldham County	2236	STBG-MPO	Spring Hill Trace Sidewalk	U
				C
Oldham County	1826	STBG-MPO	The Park & Ride at Apple Patch	C
Prospect	NEW	STBG-MPO	US 42 Safety Improvement Project	
TARC	1500	STBG-MPO	Bus Stop and Access Improvements	C
U of L	2150	STBG-MPO	Campus Improvements	
U of L	2225	STBG-MPO	University of Louisville Pedestrian Improvements - Lighting	C
U of L	2585	STBG-MPO	University of Louisville Pedestrian Improvements - ADA Curb Cuts & Ramps	C



**Kentucky MPO Dedicated Projects**  
**Progress Report Summary - FY 2020 Phases Only**

Project Sponsor	KIPDA ID	Funding Source	Project Name	2020 Phase
<b>Transportation Alternatives (TA-MPO) - MPO Projects</b>				
Jeffersontown	2385	TA-MPO	Patti Lane Sidewalk Safety Improvement	C
Louisville Metro	NEW	TA-MPO	Bernheim Lane Sidewalk and Road Reconfiguration	
Louisville Metro	NEW	TA-MPO	Blanton Lane Sidewalk	
Louisville Metro	NEW	TA-MPO	Crums Lane Sidewalk Phase 1	
Louisville Metro	NEW	TA-MPO	Gagel Avenue Sidewalk	C
Louisville Metro	2104	TA-MPO	Hill Street Sidewalk Rehabilitation	C
Louisville Metro	2539	TA-MPO	Louisville Loop Shared Use Path - McNeely Lake Segment	D
				C
Louisville Metro	NEW	TA-MPO	Newburg Road Sidewalk	
Louisville Metro	2540	TA-MPO	River Road Multi-Modal Improvements	D
				C
Middletown	2228	TA-MPO	Wetherby Avenue	C
Middletown	2229	TA-MPO	Bliss Avenue	C
Mount Washington	2479	TA-MPO	Historic Multi-Use Trail Segment C	R

**Phase Legend**

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PE = Preliminary Engineering  
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U = Utilities  
C = Construction

**Progress Legend**

*On/Ahead Schedule*  
*Behind Schedule*  
*Obligated*

**MPO Dedicated Projects  
Cost Increase Requests**

November 2020

<b>Project Sponsor</b>	<b>Project Name</b>	<b>KIPDA ID</b>	<b>State ID</b>	<b>Funding Source</b>	<b>Phase</b>	<b>Increase</b>
KYTC	KY 1932	213	5-531.00	STBG-MPO	Utilities	\$80,000
Louisville Metro	Cannons Lane	2239	5-3212.00	STBG-MPO	Design	\$5,000
Louisville Metro	Hubbards Lane	384	5-479.00	STBG-MPO	Design	\$47,025
New Albany	East Main Street	2392	1700730	STBG-MPO	Preliminary Engineering	\$22,314
New Albany	Mount Tabor Road	309	0710808, 2001111	STBG-MPO	Preliminary Engineering	\$49,882
Oldham County	Buckner Connector	1808	5-742.00	STBG-MPO	Right of Way	\$53,000

**Kentucky MPO Dedicated Projects  
Phase Shift Requests**

November 2020

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Shift
Jeffersontown	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II	2084	5-543.00	STBG-MPO	Construction	FY20 to FY22
Jeffersontown	Good Samaritan Bicycle and Pedestrian Trail Connector	2082	5-486.00	STBG-MPO	Construction	FY20 to FY22
Jeffersontown	Patti Lane Sidewalk Safety Improvement Project	2385	TBD	TA-MPO	Construction	FY20 to FY22
Jeffersontown	Ruckriegel Parkway Sidewalk Improvement	2619	TBD	STBG-MPO	Construction	FY20 to FY22
Jeffersontown	Watterson Trail Phase I	1582	5-3031.00	STBG-MPO	Construction	FY20 to FY22
Jeffersontown	Watterson Trail Phase II	1583	5-518.00	STBG-MPO	Right of Way	FY20 to FY22
					Utilities	FY20 to FY22
					Construction	FY20 to FY23
KYTC	English Station Road	188	5-353.00	STBG-MPO	Construction	FY20 to FY21
KYTC	KY 1931	2214	5-536.00	STBG-MPO	Right of Way	FY20 to FY21
KYTC	US 42	1271	5-411.01	STBG-MPO	Construction	FY20 to FY21
Louisville Metro	A.B. Sawyer Shared Use Path	1662	5-529.00	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY20 to FY21
Louisville Metro	Cannons Lane	2239	5-3212.00	STBG-MPO	Utilities	FY20 to FY21
Louisville Metro	Cooper Chapel Road Phase 3	223	5-404.01	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY22 to FY23

**Kentucky MPO Dedicated Projects  
Phase Shift Requests**

November 2020

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Shift
Louisville Metro	Hubbards Lane	384	5-479.00	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY20 to FY21
Louisville Metro	I-65	224	5-378.10	STBG-MPO	Design	NO SHIFT NEEDED
					Utilities	FY20 to FY21
Louisville Metro	Louisville Loop Shared Use Path - McNeely Lake Park Segment	2539	5-3034.00	TA-MPO	Design	FY20 to FY21
					Construction	FY21 to FY22
Louisville Metro	Main Street/Story Avenue Intersection	2388	5-758.00	STBG-MPO	Right of Way	FY20 to FY21
					Construction	FY21 to FY22
Louisville Metro	Northeast Louisville Loop MET Section 4	2271	5-3030.40	STBG-MPO	Right of Way	FY20 to FY21
					Utilities	FY20 to FY22
					Construction	FY21 to FY22
Louisville Metro	Ohio River Levee Trail - Phase III	1109	5-505.00	STBG-MPO	Utilities	FY21 to FY22
					Construction	FY21 to FY22
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 2	2623	5-3709.00	STBG-MPO	Right of Way	FY20 to FY25
					Utilities	FY20 to FY25
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 3	2624	5-3709.00	STBG-MPO	Right of Way	FY20 to FY25
					Utilities	FY20 to FY25

**Kentucky MPO Dedicated Projects  
Phase Shift Requests**

November 2020

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Shift
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 6	2627	TBD	STBG-MPO	Design	FY20 to FY22
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 7	2628	TBD	STBG-MPO	Design	FY20 to FY22
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 8	2629	TBD	STBG-MPO	Design	FY20 to FY22
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 9	2629	TBD	STBG-MPO	Design	FY20 to FY25
Louisville Metro	One-Way Street Conversion to Two-Way Phase 1	163	5-91.02	STBG-MPO	Construction	FY20 to FY22
Louisville Metro	River Road Bicycle & Pedestrian Improvements	1423	5-499.00	STBG-MPO	Design	FY20 to FY22
Louisville Metro	River Road Extension	1338	5-91.08	STBG-MPO	Design	FY20 to FY21
					Right of Way	FY20 to FY22
					Construction	FY22 to FY24
Louisville Metro	River Road Multi-Modal Improvements - 3rd Street to 7th Street	2540	5-3217.00	TA-MPO	Construction	FY20 to FY21
Louisville Metro	Stony Brook Drive Sidewalk Connector	2594	TBD	STBG-MPO	Right of Way	FY20 to FY21
Middletown	Bliss Avenue	2228	5-3221.00	TA-MPO	Construction	FY20 to FY21
Middletown	Wetherby Avenue	2229	5-3222.20	TA-MPO	Construction	FY20 to FY21
Mount Washington	Historic Memorial Multi-Use Trail	2479	5-3216.00	STBG-MPO	Design	FY20 to FY21
					Right of Way	FY20 to FY21
					Construction	FY21 to FY22
				TA-MPO	Right of Way	FY20 to FY21

**Kentucky MPO Dedicated Projects  
Phase Shift Requests**

November 2020

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Shift
				STBG-MPO	Construction	FY21 to FY22
Oldham County	Buckner Connector	1808	5-754.00	STBG-MPO	Right of Way	FY20 to FY22
					Utilities	FY20 to FY21
					Construction	FY20 to FY21
Oldham County	KY 329	1877	5-542.00	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY21 to FY22
Oldham County	LaGrange Underpass West of LaGrange	321	5-434.00	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY22 to FY23
Oldham County	Spring Hill Trace Sidewalk	2236	5-757.00	STBG-MPO	Utilities	FY20 to FY21
					Construction	FY20 to FY21
University of Louisville	University of Louisville Pedestrian Improvements (Ramps)	2225	5-3218.00	STBG-MPO	Construction	FY20 to FY21
University of Louisville	University of Louisville Pedestrian Improvements (Lighting)	2585	5-3220.00	STBG-MPO	Construction	FY20 to FY21



*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

**Agenda Item #8**

**MEMORANDUM**

TO: Transportation Policy Committee  
FROM: Elizabeth Farc  
DATE: November 16, 2020  
SUBJECT: Coordinated Human Services Transportation Plan

Federal legislation requires the region's Coordinated Human Services Transportation Plan to be updated in concert with the Metropolitan Transportation Plan update cycle. KIPDA staff has completed the 2020 update to the plan. The Coordinated Plan analyzes gaps in transportation service for older adults and individuals with disabilities and provides guidance for the use of funds from Federal Transit Administration's Section 5310 Elderly Individuals and Individuals with Disabilities Program.

The process included public input from transportation service providers and the public, as well as the TTCC and TPC. The final draft was made available to TTCC and TPC members for review in September. A public comment period was held from October 24 – November 7, 2020, including a virtual public meeting on October 27.

*The final draft of the Coordinated Human Service Transportation Plan is available [here](#).*

***Action will be requested to approve the Coordinated Human Service Transportation Plan.***

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Louisville, KY 40299  
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**[www.kipda.org](http://www.kipda.org)**





*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

**Agenda Item #9**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** David Burton and Nick Vail

**DATE:** November 13, 2020

**SUBJECT:** Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP), FY 2020 – FY 2025 Transportation Improvement Program (TIP) and the KIPDA Performance Management Plan

KIPDA staff is ready to present Amendment 2 to the committees for consideration. Sponsors were given until August 31st to submit project changes. In addition to the project changes that are being proposed, staff is also updating the Federally required transit asset management performance measures and targets set by the Transit Authority of River City (TARC). Staff have already completed the air quality conformity analysis and the public comment period. TTCC recommended TPC approval of all three actions listed below. All public comments were sent to the Transportation Policy Committee (TPC) for their consideration.

**Three actions are requested of TPC:**

- 1) Approval of Amendment 2 to the Connecting Kentuckiana 2040 MTP,**
- 2) Approval of Amendment 2 to the FY 2020 – 2025 TIP, and**
- 3) Approval of the transit asset management 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

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan planning organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) as well as a short-range planning document, the Fiscal Year (FY) 2020 – 2025 Transportation Improvement Program (TIP).

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is financially reasonable and the TIP is still fiscally constrained. This packet includes the following documents:

- A listing of all the projects being added, removed, or modified
- Revisions to the Performance Management Plan (changes highlighted in yellow)
- Air quality conformation documentation
- Meeting minutes from the Interagency Consultation (IAC) conference call

### Indiana Member Counties

Clark

Floyd

Please review the proposed changes and submit comments in one of four ways:

- Visit <http://kipdatransportation.org/amendment2/> and click on the *Amendment 2 Map* link
- Email your comments to [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail your comments to us at
  - o TIP & MTP Amendment, KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299
- Lastly, you can ask questions or provide comments in-person during a virtual open house to be held on October 27, 2020 from 5:00 p.m. – 7:00 p.m. A link to the virtual meeting can be found at the bottom of the following webpage <http://kipdatransportation.org/amendment2/>

### Equal Opportunity Employer

If you have questions or additional information is needed, call Greg Burress at 502-266-6144 ext. 123.



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Louisville, KY 40299  
502-266-6084  
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**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Update estimated cost				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model		
<b>Project Sponsor:</b>	Air Pollution Control District (APCD)	<b>KIPDA ID:</b>	369	<b>State ID:</b>	TBD
<b>County</b>	Bullitt / Jefferson / Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Kentuckiana Air Education	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		<del>\$5,492,000</del> \$6,492,000	
		<b>Total Cost Programmed in TIP to Date:</b>		<del>\$5,492,000</del> \$6,492,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	N/A (ongoing program)	
<b>Description:</b>	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.				
<b>Purpose &amp; Need:</b>	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2022 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2023 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2024 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2025 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p>				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	None				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Bullitt County	KIPDA ID:	2765	State ID:	N/A
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	I- 65 Barrier Wall MP 116 to MP 118		Total Estimated Cost in MTP (i.e. CK 2040):	\$4,800,000	
			Total Cost Programmed in TIP to Date:	N/A	
Funding Source:	N/A		Open to Public Date:	2026	
Description:	Sound barrier wall on I-65 from MP 116 to MP 118 post northbound side.				
Purpose & Need:	To provide relief of interstate noise to residents that bound the northbound lanes of I-65 from MP 116 to MP 118.				
FY 20-25 TIP Funding:	None				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Project will be added to 2030, 2035, and 2040 scenarios. Note: This project replaces KIPDA IDs 493 and 1926 in the analysis.		
Project Sponsor:	Bullitt County	KIPDA ID:	NEW	State ID:	TBD
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44		Total Estimated Cost in MTP (i.e. CK 2040):	\$43,300,000	
			Total Cost Programmed in TIP to Date:	\$1,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030	
Description:	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.				
Purpose & Need:	Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-MPO funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

<b>TIP Action:</b>	Remove project from first four years of FY 2020 - 2025 TIP				
<b>MTP Action:</b>	None				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model		
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2519	<b>State ID:</b>	1800706
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 150 Bridge Painting Over I-64 EB/WB	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		N/A	
		<b>Total Cost Programmed in TIP to Date:</b>		\$400,170	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State		<b>Open to Public Date:</b>	2024	
<b>Description:</b>	Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 EB/WB.				
<b>Purpose &amp; Need:</b>	Bridge painting				
<b>FY 20-25 TIP Funding:</b>	<del>FY 2021 Preliminary Engineering phase with the following STBG-ST funds:-  \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total)</del>  *FY 2024 Construction phase with the following STBG-ST funds: \$160,136 (Federal) + \$40,034 (Other) = \$200,170 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	None				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No change to model. Neither the description nor the OTP Date are changing.		
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2774	<b>State ID:</b>	TBD
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Galene Drive/Sprowl Road Collector Extension	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$3,250,500	
		<b>Total Cost Programmed in TIP to Date:</b>		\$375,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2028	
<b>Description:</b>	<p>Improve capacity along Galene Drive from Maple Road to College Drive and improve mobility between Galene Drive and Watterson Trail. Potential improvements include realigning Galene Drive and Sprowl Road, extending Sprowl Road across Taylorsville Road to Bluebird Lane and Shelby Street, widening Galene Drive, Sprowl Road, and Shelby Street, curb and gutter, sidewalk and bicycle facilities, turning movements and signalization.</p> <p><del>Realign Galene Drive and Sprowl Road to eliminate the right turn/left turn movement as it approaches Taylorsville Road. Extend Sprowl Road across Taylorsville Road and connect up with Shelby Street and widen Shelby Street to Watterson 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.</del></p>				
<b>Purpose &amp; Need:</b>	The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Planning phase with the following STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)				

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<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Revise project description				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No changes to model. Changes are limited to funding changes and a change to the description that does impact the way that the project is represented in the model.		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	390	<b>State ID:</b>	5-80000.00
<b>County</b>	Jefferson, Shelby	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$74,240,000	
		<b>Total Cost Programmed in TIP to Date:</b>		<b>\$15,750,000</b> <del>\$3,000,000</del>	
<b>Funding Source:</b>	State		<b>Open to Public Date:</b>	2029	
<b>Description:</b>	<p>Eastwood Fisherville Connector to I-64 (18CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.</p> <p><del>New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on the I-64 corridor. Corridor would be in the vicinity of Gilliland Road.</del></p>				
<b>Purpose &amp; Need:</b>	<p><del>CHAF Purpose:</del> Eastwood Fisherville Connector to I-64 (18CCN) Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.</p> <p><del>CHAF Need:</del> This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.</p>				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Preliminary Engineering phase with the following State funds:  \$0 (Federal) + \$750,000 (Other) = \$750,000 (Total)</p> <p>FY 2023 Design phase with the following State funds:  \$0 (Federal) + \$5,000,000 (Other) = \$5,000,000 (Total)</p> <p>*FY 2024 Right of Way phase with the following State funds:  \$0 (Federal) + \$8,000,000 (Other) = \$8,000,000 (Total)</p> <p>*FY 2025 Utilities phase with the following State funds:  \$0 (Federal) + \$2,000,000 (Other) = \$2,000,000 (Total)</p>				

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<b>TIP Action:</b>	Modify TIP funding and update open to public (OTP) date				
<b>MTP Action:</b>	Update open to public date				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	2596	<b>State ID:</b>	5-10016.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Bridge Painting	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$30,000,000	
		<b>Total Cost Programmed in TIP to date:</b>		\$30,000,000	
<b>Funding Source:</b>	National Highway Performance Program (NHPP) Surface Transportation Block Grant (STBG) – State		<b>Open to Public Date:</b>	2027 2022	
<b>Description:</b>	<del>KYTC Highway Plan (June, 2018):</del> Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N).  CHAF: TBD.				
<b>Purpose &amp; Need:</b>	Maintain the existing transportation network in a state of good repair.				
<b>FY 20-25 TIP Funding:</b>	<p><del>*FY 2024 Construction phase with NHPP funds:</del>  <del>\$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</del></p> <p><del>*FY 2025 Construction phase with NHPP funds:</del>  <del>\$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</del></p> <p><del>FY 2021 Construction phase with STBG-ST funds:</del>  <del>\$7,800,000 (Federal) + \$10,800,000 (Other) = \$18,600,000 (Total)</del></p> <p><del>FY 2021 Construction phase with NHPP funds:</del>  <del>\$11,400,000 (Federal) + \$0 (Other) = \$11,400,000 (Total)</del></p>				

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<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Update open to public (OTP) date and add state ID				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	2788	<b>State ID:</b>	5-483.2
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-71	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$71,300,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$5,500,000	
<b>Funding Source:</b>	National Highway Performance Program (NHPP)		<b>Open to Public Date:</b>	2027 2030	
<b>Description:</b>	KYTC Highway Plan (June, 2018): Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.				
<b>Purpose &amp; Need:</b>	<p><b>CHAF Purpose:</b> The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through</p> <p><b>CHAF Need:</b> The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.</p>				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Design phase with the following NHPP funds: \$4,400,000 (Federal) + \$1,100,000 (Other) = \$5,500,000 (Total)				



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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Add an additional lane in each direction (6 lanes total) to I-71 from the KY 53 interchange to the Henry County line in the 2030, 2035, and 2040 scenarios.		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-552.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71	Total Estimated Cost in MTP (i.e. CK 2040):		\$64,000,000	
		Total Cost Programmed in TIP to Date:		\$5,600,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:		2029
Description:	Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes). KIPDA Note: The project limits are from MP 22.033 to MP 24.727 (Oldham/Henry County Line) in Oldham County and from MP 24.727 to MP 28.00, outside the MPA, in Henry County.				
Purpose & Need:	This project is necessary because of a higher than average crash rate compared to similar roadway segments, as well as a large amount of truck traffic on I-71 from KY 53 in Oldham County to KY 153 in Henry County. The percent of injury crashes along this section of I-71 is 30% in Oldham Co. and 17.5% in Henry Co., which exceeds the Interstate average as referenced in the March 2014 I-71 Study of 17.4%. The percent of fatal crashes of 1.4% in Oldham Co. exceeds the Interstate average of 0.47% cited in the study. The critical crash rate factor (CCRF) on this section in Henry Co. was 1.033 in 2013. The truck percentage in 2013 was 25% with a 2038 truck percent growth rate of 1.4%/yr projected by the study. There are major traffic and truck generators near MP 22.0. Deficiencies include inside shoulder widths and sag curves.				
FY 20-25 TIP Funding:	FY 2023 Design phase with the following NHPP funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (Total)				

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TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2035 and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	493	State ID:	5-347.5
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,860,000	
		Total Cost Programmed in TIP to Date:		\$7,860,000	
Funding Source:	State		Open to Public Date:		2032
Description:	CHAF: Mt. Washington-Taylorsville Road; Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles (04CCN).				
Purpose & Need:	CHAF Purpose: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road).				
	CHAF Need: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 29 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.				
FY 20-25 TIP Funding:	FY 2020 Construction phase with the following State funds: \$0 (Federal) + \$4,680,000 (Other) = \$4,860,000 (Total)				

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TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	1926	State ID:	5-347.56
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44		Total Estimated Cost in MTP (i.e. CK 2040):	\$11,719,000	
			Total Cost Programmed in TIP to Date:	\$8,760,000	
Funding Source:	State		Open to Public Date:	2028	
Description:	CHAF: KY 44 Section 2 from Parkland Trail/Winning Colors Drive eastward to Kings Church Road (KY 1319). (2008BOPC) CHAF ID: IP20150246.  Additional Considerations: Add center turn lane.				
Purpose & Need:	CHAF Purpose: Improve capacity, relieve congestion, and improve safety along KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road).  CHAF Need: This project is needed because the vertical alignment provides inadequate sight distances, particularly at the intersections with East Sanders Lane and Kings Church Road on KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road). Existing delays especially during the AM peak periods also occur due to traffic destined to Bullitt East High School/Old Mill Elementary School and Mount Washington.				
FY 20-25 TIP Funding:	None				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Change KY 44 to a 5-lane section from Bogard Lane to Armstrong Lane in the 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-80103.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$28,200,000	
		Total Cost Programmed in TIP to Date:		\$28,200,000	
Funding Source:	State	Open to Public Date:		2027	
Description:	Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.				
Purpose & Need:	The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following State funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total)  FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$4,700,000 (Other) = \$4,700,000 (Total)  *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$6,600,000 (Other) = \$6,600,000 (Total)  *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$14,600,000 (Other) = \$14,600,000 (Total)				

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<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Reflect KY 155 as a 3-lane roadway from the Spencer County line to the KY 148 intersection in the 2030, 2035, and 2040 scenarios. The 3rd lane will be considered to be a continuous center turn lane in the model until it is known where the extended passing lanes will be located.		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-8954.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 155	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$17,890,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$17,890,000	
<b>Funding Source:</b>	State Surface Transportation Block Grant (STBG) - State		<b>Open to Public Date:</b>	2027	
<b>Description:</b>	Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(2020CCR) KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247).				
<b>Purpose &amp; Need:</b>	This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Design phase with the following STBG-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)  FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total)  *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$820,000 (Other) = \$820,000 (Total)  *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$16,030,000 (Other) = \$16,030,000 (Total)				

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TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2371	State ID:	5-808.00
County	Jefferson	Parent ID:	1633	Group ID:	N/A
Project Name:	KY 155		Total Estimated Cost in MTP (i.e. CK 2040):	\$2,730,000	
			Total Cost Programmed in TIP to date:	\$2,730,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2024 2021	
Description:	Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.(2016BOP). Project length is 0.6 miles.				
Purpose & Need:	Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County.This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-ST funds: \$144,000 (Federal) + \$36,000 (Other) = \$180,000 (Total)  FY 2021 Utilities phase with STBG-ST funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)  FY 2023 Construction phase with STBG-ST funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)				

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TIP Action:	Add project				
MTP Action:	Update estimated cost				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. Changes are limited to changes in funding		
Project Sponsor:	KYTC	KIPDA ID:	147	State ID:	5-234.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 393	Total Estimated Cost in MTP (i.e. CK 2040):		\$19,870,000	
		Total Cost Programmed in TIP to Date:		\$11,990,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:		2022
Description:	KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2).  IP20160227.				
Purpose & Need:	<p>The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146.</p> <p>The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.</p>				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-ST funds: \$9,976,000 (Federal) + \$2,492,000 (Other) = \$12,470,000 (Total)				

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TIP Action:	Modify TIP funding and revise description				
MTP Action:	Update estimated cost and revise description				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. The revised description has no impact on the model.		
Project Sponsor:	KYTC	KIPDA ID:	1819	State ID:	5-8203.00
County	Jefferson	Parent ID:	257	Group ID:	N/A
Project Name:	KY 1819		Total Estimated Cost in MTP (i.e. CK 2040):	\$7,840,000	
			\$2,700,000		
			Total Cost Programmed in TIP to Date:	\$7,840,000	
Funding Source:	State		Open to Public Date:	2025	
Description:	<div>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)</div> <div><del>6YP-DESC—Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC) CHAF-DESC—The purpose of this project is to bring geometric deficiencies up to modern roadway standards and improve corridor wide capacity and operations. CHAF ID: IP20160185. Travel Model Info—KIPDA ID 257 overrides this project as far as any model changes are concerned. Model reflects KIPDA ID 257 beginning in the 2020 scenario, which is a widening to 3 lanes from I-265 to Watterson Trail. No additional changes to Billtown Rd. are assumed to occur when KIPDA ID 1819 is OTP in 2025. KYTC needs to clarify (should consider removing KIPDA ID 257 from the MTP).</del></div>				
Purpose & Need:	<div>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.</div> <div><del>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right of way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Bi</del></div>				
FY 20-25 TIP Funding:	<div>FY 2022 Construction phase with the following State funds: \$0 (Federal) + \$3,280,000 (Other) = \$3,280,000 (Total)</div> <div><del>*FY 2024 Construction phase with the following State funds:- \$0 (Federal) + \$2,700,000 (Other) = \$2,700,000 (Total)</del></div>				



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TIP Action:	N/A				
MTP Action:	Modify open to public date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2020 scenario		
Project Sponsor:	KYTC	KIPDA ID:	257	State ID:	5-8203.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1819	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,840,000 <del>\$2,700,000</del>	
		Total Cost Programmed in TIP to Date:		\$7,840,000 <del>\$7,260,000</del>	
Funding Source:	State		Open to Public Date:		2025 2020
Description:	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.				
Purpose & Need:	<p>The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area.</p> <p>There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches with a poor level of service. At the intersection of Gellhaus Lane and Billtown Road, the queue length of the westbound left turn exceeds the available storage. At the intersection of Ruckriegel Parkway and Billtown Road, the queue lengths during peak periods exceed the available storage for the westbound left and the northbound right turn. The entire corridor operates at LOS E in 2006 and 2010. All sections except the portion of Billtown Road between Shady Acres Lane and Ruckriegel Parkway operate at LOS E in 2030. The Shady Acres Lane to Ruckriegel Parkway section operates at LOS F.</p>				
FY 20-25 TIP Funding:	None				

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TIP Action:	Add project for illustrative purposes only				
MTP Action:	Update open to public (OTP) date and change state ID				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	Louisville Metro	KIPDA ID:	2153	State ID:	5-80108.00 8801.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rangeland Road		Total Estimated Cost in MTP (i.e. CK 2040):	\$5,670,000	
			Total Cost Programmed in TIP to Date:	\$3,090,000 \$2,590,000	
Funding Source:	State		Open to Public Date:	2027 2025	
Description:	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.				
Purpose & Need:	Reduce congestion and improve safety on Rangeland Road for 1.23 miles.				
FY 20-25 TIP Funding:	*FY 2024 Right of Way phase with the following State funds: \$0 (Federal) + \$1,250,000 (Other) = \$1,250,000 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Modify TIP funding, revise description and update open to public (OTP) date				
MTP Action:	Revise description and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	KYTC	KIPDA ID:	2598	State ID:	5-8952.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 60		Total Estimated Cost in MTP (i.e. CK 2040):	\$2,200,000	
			Total Cost Programmed in TIP to Date:	\$2,200,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State State		Open to Public Date:	2029 2024	
Description:	Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN) (Locals will do design for \$330,000).				
Purpose & Need:	Improve safety and mobility.  The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-ST funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)  FY 2023 Right of Way phase with the following STBG-ST funds: \$328,000 (Federal) + \$82,000 (Other) = \$410,000 (Total)  *FY 2024 Utilities phase with the following STBG-MPO funds: \$368,000 (Federal) + \$92,000 (Other) = \$460,000 (Total)  <del>FY 2020 Design phase with the following State funds:- \$0 (Federal) + \$330,000 (Other) = \$330,000 (Total)</del>  <del>FY 2020 Right of Way phase with the following State funds:- \$0 (Federal) + \$410,000 (Other) = \$410,000 (Total)</del>  <del>FY 2020 Utilities phase with the following State funds:- \$0 (Federal) + \$460,000 (Other) = \$460,000 (Total)</del>  <del>FY 2021 Construction phase with the following State funds:- \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</del>				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	1353	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Baxter/Bardstown Premium Transportation Corridor - Section 1		Total Estimated Cost in MTP (i.e. CK 2040):	\$11,600,000	
			Total Cost Programmed in TIP to Date:	\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030	
Description:	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.				
Purpose & Need:	The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, 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. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blanton Lane Sidewalk	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,417,500	
		Total Cost Programmed in TIP to Date:		\$1,417,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:		2025
Description:	Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.				
Purpose & Need:	There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)  *FY 2024 Right of Way phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total)  *FY 2025 Construction phase with the following TA-MPO funds: \$802,000 (Federal) + \$200,500 (Other) = \$1,002,500 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Gagel Avenue Sidewalk		Total Estimated Cost in MTP (i.e. CK 2040):	\$1,765,000	
			Total Cost Programmed in TIP to Date:	\$1,765,000	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.				
Purpose & Need:	There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)  *FY 2024 Right of Way phase with the following TA-MPO funds: \$133,000 (Federal) + \$33,250 (Other) = \$166,250 (Total)  *FY 2025 Construction phase with the following TA-MPO funds: \$1,057,000 (Federal) + \$264,250 (Other) = \$1,321,250 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	None				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Louisville CBD Streetlight Rehabilitation		Total Estimated Cost in MTP (i.e. CK 2040):	\$1,250,000	
			Total Cost Programmed in TIP to Date:	N/A	
Funding Source:	TBD		Open to Public Date:	2022	
Description:	Within the Louisville Central Business District (CBD), the street lights are owned and maintained by Louisville Metro Government. This project is for the rehabilitation including updating to LED lighting or replacement of these street lights. Many of the street lights within the CBD are nearing the end of their useful life and require replacement. This project will identify those street lights requiring replacement and updating to current standards.				
Purpose & Need:	Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	2622	State ID:	5-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 1		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2020 scenario		
Project Sponsor:	Louisville Metro	KIPDA ID:	1809	State ID:	5-470.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	One-Way Street Conversion to Two-Way Phase 1	Total Estimated Cost in MTP (i.e. CK 2040):		\$4,390,000	
		Total Cost Programmed in TIP to Date:		\$4,390,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2021 2020	
Description:	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).				
Purpose & Need:	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets.  The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-MPO funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)  <del>FY 2020 Construction phase with the following STBG-MPO funds:- \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</del>				



**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Change project sponsor, update open to public (OTP) date and add TIP funding				
MTP Action:	Change project sponsor and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County KYTC	KIPDA ID:	414	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 22	Total Estimated Cost in MTP (i.e. CK 2040):		\$12,140,000	
		Total Cost Programmed in TIP to Date:		\$281,250 \$0	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2030 2028
Description:	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.				
Purpose & Need:	The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329.				
	This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.				
FY 20-25 TIP Funding:	FY 2021 Planning phase with the following STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Remove project from the first four years of the FY 2020 - 2025 TIP, modify TIP funding and update open to public (OTP) date				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County	KIPDA ID:	2615	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kenwood Road		Total Estimated Cost in MTP (i.e. CK 2040):	\$3,279,688	
			Total Cost Programmed in TIP to Date:	<del>\$406,250</del> \$3,279,688	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	<del>2030</del> 2026	
Description:	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.				
Purpose & Need:	The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.				
FY 20-25 TIP Funding:	<div>*FY 2024 Design phase with the following STBG-MPO funds: \$325,000 (Federal) + \$81,250 (Other) = \$406,250 (Total)</div> <div>FY 2020 Design phase with the following Local funds:- \$0 (Federal) + \$468,750 (Other) = \$468,750 (Total)</div> <div>FY 2021 Right of Way phase with the following Local funds:- \$0 (Federal) + \$143,750 (Other) = \$143,750 (Total)</div> <div>FY 2022 Utilities phase with the following Local funds:- \$0 (Federal) + \$664,063 (Other) = \$664,063 (Total)</div> <div>FY 2023 Construction phase with the following Local funds:- \$0 (Federal) + \$2,003,125 (Other) = \$2,003,125 (Total)</div>				

**Amendment 2**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**November 24, 2020**

TIP Action:	Revise project name, update open to public (OTP) date, revise description and add new TIP funding				
MTP Action:	Revise project name, update total estimated cost, update open to public (OTP) date and revise description				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	5-8805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements Floyd Street Roundabout, Cardinal Boulevard, Brandies Arthur Street Intersection and Other Belknap Campus Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$27,037,500	
		Total Cost Programmed in TIP to Date:		\$24,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		\$14,687,500 \$11,650,000
Description:	2022 2021				
	Roundabout at the Floyd Street and E. Brandeis Avenue intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and Brandeis intersection and along W. Brandeis Avenue 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 W. Brandeis Avenue 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 straightening of the turn lane and thru lanes southbound at the W. Brandeis Avenue intersection.				
	<del>D&amp;C for Multi-modal directional non-vehicle and vehicle safety project at UofL Belknap. 1st year to include construction funds for roundabout at Floyd Street and Cardinal Boulevard, and intersection at Brandeis and Arthur Street. UofL Foundation will pay upfront \$4.5M of \$22.5M (80/20) in 1st year. (14CCN).</del>				
	CHAF-IP20160278.				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-MPO funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)				
	FY 2022 Utilities phase with the following STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)				
	FY 2022 Construction phase with the following STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)				

\* This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four active years of the FY 2020 - 2025 TIP.

# PERFORMANCE MANAGEMENT PLAN

UPDATED NOVEMBER 2020



# KIPDA

Kentuckiana Regional Planning  
and Development Agency

## KIPDA PERFORMANCE MANAGEMENT PLAN

TRANSIT					
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE		TARGET
RIDERSHIP					
MPO	<u>T1</u>	Transit Ridership	11,811,902	Boardings on TARC buses during FY 2017	Increase by 20% by 2040 to 14,174,282 boardings
AGE OF FLEET					
FTA	<u>T2</u>	(a) Percent of non-revenue vehicles exceeding the useful life benchmark (ULB)	27%	of TARC's non-revenue service vehicle fleet (equipment) exceed the ULB	≤ 25% of non-revenue service vehicles exceed default ULB of 8 years
			53%	of TARC's trucks and other rubber tire vehicles exceed the ULB	≤ 50% of truck and other rubber tire vehicle fleet exceeds default ULB of 10 years
			29%	of TARC's revenue bus fleet (rolling stock) exceed the ULB	≤ 20% of bus fleet exceeds ULB of 15 years
	(b) Percent of revenue vehicles exceeding the useful life benchmark (ULB)	3%	of TARC's revenue cutaway bus fleet (rolling stock) exceed the ULB	0% of cutaway bus fleet exceeds ULB of 10 years	
		0%	of TARC's revenue van fleet exceed the ULB	≤ 10% of van fleet exceeds ULB of 8 years	
TRANSIT ACCESS TO CLUSTERS AND SCHOOLS					
MPO	<u>T3</u>	(a) Community Access Clusters served by transit (b) High Density Medical Clusters served by transit (c) High Density Shopping Clusters served by transit (d) High Density Housing Clusters served by transit	91.03% 100% 100% TBD	of land area within these clusters are within ¼ mile of a transit route of land area within these clusters are within ¼ mile of a transit route of land area within these clusters area within ¼ mile of a transit route of land area within these clusters are within ¼ mile of a transit route	Increase to 100% by 2040 Maintain at current levels in 2040 Maintain at current levels in 2040 Increase by 20% by 2040
MPO	<u>T4</u>	Enhance transit access to schools	230	Schools are within ¼ mile of a transit route	Increase by 20% by 2040 to 276 schools

## KIPDA PERFORMANCE MANAGEMENT PLAN

TRANSIT (CONTINUED)					
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE		TARGET
HEADWAY TIME					
MPO	<a href="#">T5</a>	Reduce average headway time on TARC’s defined Title VI routes	1:04	Average weekday headway time on TARC Title VI Routes	Reduce by 40% by 2040 to 0:38 average weekday headway time
PARK AND RIDE LOTS AND RIDESHARE					
MPO	<a href="#">T6</a>	Number of Park and Ride lot spaces occupied during peak hours	TBD	# of Park and Ride lot spaces that are occupied during weekday business hours	Increase by 40% by 2040
MPO	<a href="#">(a)</a>	Number of Park and Ride lots with pedestrian access	24	Park and Ride lots have pedestrian access	Increase by 20% by 2040 to 29 lots
	<a href="#">T7</a> <a href="#">(b)</a>	Number of Park and Ride lots with dedicated bicycle access	3	Park and Ride lots have dedicated bicycle access	Increase by 10% by 2040 to 4 lots
MPO	<a href="#">T8</a>	Number of commuters in the Ticket to Ride program	1,377	Active commuters in the Ticket to Ride program	5,000 commuters in the Ticket to Ride program by 2040
TARC FACILITIES					
FTA	<a href="#">T9</a>	Transit Facilities	11%	of admin/maintenance facilities rated under 3.0 on the TERM scale	0% of admin/maintenance facilities rated under 3.0 on the TERM scale

## KIPDA PERFORMANCE MANAGEMENT PLAN

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### ***FTA-REQUIRED MEASURES***

This section includes all four FTA performance measures that are required per federal regulation [49 CFR Part 625 and 49 CFR Part 630](#).

#### T2a - Percent of Non-Revenue Service Vehicles Exceeding ULB - 625.43(a)

#### T2b - Percent of Revenue Vehicles Exceeding ULB - 625.43(b)

##### ***Detailed Description***

These performance measures seek to reduce the percent of TARC's transit fleet, both non-revenue service vehicles (equipment) and revenue vehicles (rolling stock), that are classified as above the useful life benchmark (ULB). These measures are primarily a maintenance component, ensuring transit vehicles are in a state of good repair.

##### ***Data Sources and Review Frequency***

- Age of transit fleet, percent above the useful life: TARC
  - This data is available on an ongoing basis, thus it will be updated yearly.

##### ***Historical Data***

The availability of historical data of this type varies. Data regarding the age and mileage of the transit fleet exists, but the percentage of all types of vehicles below the ULB was not calculated historically.

##### ***Baseline Data***

KIPDA Staff use fleet data provided by TARC Staff to calculate the baseline condition.

##### ***Transit Agency Targets***

- TARC: Transit Authority of River City

Class	Performance Target
Automobile	≤ 25% of non-revenue service vehicles exceed default ULB of 8 years
Buses	≤ 20% of fleet exceeds default ULB of 15 years
Cutaway Buses	0% of fleet exceeds default ULB of 10 years
Trucks and Other Rubber Tire Vehicles	≤ 50% of fleet exceeds default ULB of 10 years
Vans	≤ 10% of fleet exceeds default ULB of 8 years

##### ***Target (as required by FTA)***

These are the targets that are established in TARC's Transit Asset Management Plan (TAM) which was last updated in July 2020.

##### ***Target-Setting Methodology***

TARC set targets that could be reasonably attained.

## KIPDA PERFORMANCE MANAGEMENT PLAN

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### T9 - Percent of Facilities Rated Under 3.0 on the TERM Scale - 625.43(d)

#### ***Detailed Description***

This performance measure seeks to reduce the percent of TARC's facilities that are rated below condition 3 on FTA's [Transit Economic Requirements Model \(TERM\)](#) scale. Transit agencies are required to report the overall condition of each administrative, maintenance, and passenger facility that is listed in the NTD Asset Inventory Module. The overall condition of a facility is specified using the following scale: 5—Excellent, 4—Good, 3—Adequate, 2—Marginal, 1—Fair. A facility is deemed to be in good repair if it has a condition rating of 3, 4, or 5 on this scale and is deemed to not be in good repair if it has a rating of 1 or 2.

#### ***Data Sources and Review Frequency***

- Facility condition rating: TARC
  - Transit agencies must update facility conditions every three years at a minimum, thus this will be updated every 3 years.

#### ***Historical Data***

Data regarding the historical condition of transit facilities is unlikely to exist.

#### ***Baseline Data***

KIPDA Staff used data provided by TARC

#### ***Transit Agency Target***

- TARC: Transit Authority of River City

Class	Performance Target
Admin/Maintenance Facilities	0% of facilities rated under 3.0 on the TERM scale

#### ***Target (as required by FTA)***

This is the target that is established in TARC's Transit Asset Management Plan (TAM) which was last updated in July 2020.

#### ***Target-Setting Methodology***

TARC set targets that could be reasonably attained.



## AIR QUALITY CONFORMITY

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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 would be 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 zoom meeting was held on October 6 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;
  - October 23 -- Regional Emissions (Air Quality) Analysis completed
  - October 24 -- Public Review begins
  - November 10 -- Action by the Transportation Technical Coordinating Committee
  - November 24 -- Action by the Transportation Policy Committee
  - November 25 -- 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 2. There were no questions concerning the amendment schedule.

### Discussion of Projects

KIPDA staff had provided the IAC/ICG with a list of 28 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 in the list, including recommendations on whether each project was exempt or non-exempt and how the projects were included in or excluded from the regional travel demand model.

KIPDA staff pointed out to the IAC/ICG that the project list was in a new format. A question was asked about including a date indicating when each project was amended into the MTP or TIP. KIPDA staff indicated that amendments are currently documented on KIPDA's website. There were no other comments concerning the project sheet format.

KIPDA staff noted that the Sherman Minton Bridge Maintenance project, KIPDA IDs 2533 and 351, is part of an accompanying Administration Modification. The changes in the project are limited to the schedule and funding, which makes it unnecessary to have those changes in this amendment.

Other points of discussion of the projects included:

- **Galene Dr/Sprowl Rd Collector Extension, KIPDA ID 2774:** A clarification was requested about the increase in capacity associated with this project. KIPDA staff indicated that the project involved aligning two offset intersections and a minor extension of Sprowl Rd to Watterson Trail via Shelby St and/or Bluebird Ln. Therefore, the increase in capacity is minor. There were no other comments or questions concerning this project.

- **Baxter/Bardstown Premium Transportation Corridor – Section 1, KIPDA ID 1353:** A question was asked about how changes in modeling were done for this project. KIPDA staff indicated that the KIPDA model does not include a robust transit component that models changes in transit directly. It also was noted that the funding for this project was not for transit. The questioner indicated that she was aware of the funding situation but reiterated the importance of continuously improving the travel demand model to measure the effects of transit projects.

**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 November. The analysis years will be the ones that were used when the existing MTP was previously amended.

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.

The pollutants of concern are the precursors of Ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The emission budgets for these pollutants are 20,793 kg/day and 26,726 kg/day, respectively.

Louisville Metro Air Pollution Control District (LMAPCD) staff reported that he had recently prepared the 2017 Indiana fleet data for use in the MOVES model. He made a PowerPoint presentation concerning his analysis of the new Indiana fleet data and the results of that analysis. He will be using that data in the upcoming analysis. MOVES 2014b will be used for the analysis.

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

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 zoom meeting of October 6, 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 now includes a small area in northwest Shelby County, KY. The metropolitan planning area was updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model in order to be consistent with the census urbanized area. Because this section of Shelby County is not in the local nonattainment, the vehicle-miles-traveled calculated for this area are not included in the regional emissions analysis.
- (2) Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed earlier this year. 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.**

<b>1997 8-hour Ozone Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
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 has been updated to 2017, 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 2017 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 were analyzed as they had been 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 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* from some time ago. 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 factor the data in the previous transit files. 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 factored 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 rural and urban local roads and 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<sub>x</sub>). 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<sub>x</sub>. The emission estimates for VOCs and NO<sub>x</sub> 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<sub>x</sub>) in 2003 with a few exceptions where newer data was incorporated. The changes which affected the VOC and NO<sub>x</sub> 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 2017) for Clark and Floyd counties (provided by INDOT),
- (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 NOx 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 NOx motor vehicle emission budgets.

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

### 8-hour Ozone Analysis

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

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

### Conclusions – 8-hour Ozone

The regional emissions analysis of *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	25934	33280
2025	7888	27299	35187
2030	8427	28715	37142
2035	8962	30052	39014
2040	9442	31183	40625

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	13054	25586	YES
2025		8845	16368	YES
2030		5912	10852	YES
2035		4739	8680	YES
2040		4503	8351	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 2  
FY 2020-2025 Transportation Improvement Program Amendment 2  
Interagency Consultation Group Conference Call Meeting Minutes  
October 6, 2020  
3:00 PM EDT**

**Participants:**

FHWA – Bernadette Dupont & Erica Tait

KYTC – Tom Hall, Larry Chaney & Jahan Khan

INDOT – Jay Mitchell

EPA – Sarah LaRocca, Dianna Myers & Tony Maietta

KYDAQ – Anna Bowman & Ashlee Smither

IDEM – Shawn Seals

LMAPCD – Michelle King & Craig Butler

FTA – Cecilia Godfrey

TARC – Aida Copic

KIPDA – Elizabeth Farc, David Burton, Randy Simon, Nick Vail, Andy Rush, Amanda Spencer, Mikaela  
Gerry, Greg Burress, & Dane Hoskins

**Welcome/Roll Call:**

A total of 25 participants, representing ten local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 2 of KIPDA's *Connecting Kentuckiana 2040* Metropolitan Transportation Plan and the FY 2020-2025 Transportation Improvement Program. The meeting began shortly after 3:00 PM EDT on October 6, 2020.

**Schedule Discussion:**

Andy Rush discussed the anticipated schedule for the amendment. The amendment is tentatively scheduled to be presented to KIPDA's Transportation Policy Committee (TPC) for adoption on November 24<sup>th</sup>. The public review period is currently scheduled to run from October 24<sup>th</sup> through November 7<sup>th</sup>, with a (virtual) public meeting scheduled for October 26<sup>th</sup>. There were no comments or questions from other agencies.

**Project Discussion:**

KIPDA Staff developed a new format for presenting projects and project changes to the IAC. Bernadette Dupont asked if KIPDA would continue to include a picture or map for each project. Andy Rush indicated that having a map or picture was not commonly included in the list of projects provided to the IAC.

David Burton explained that a website would be available (as was included for Amendment 1) where the public will be able to view and comment on each project via an interactive map.

Ms. Dupont asked about including a date for when each project is amended in the MTP and TIP. KIPDA Staff explained how Administrative Modifications and Amendments are currently documented on KIPDA's website and shared that improvements for the future will be examined. There were no other comments about the new project sheet format.

Andy Rush noted that the Sherman Minton Bridge maintenance project (KIPDA ID 2533 and KIPDA ID 351) is part of Administrative Modification 9. The changes that are proposed at this time are limited to the schedule and funding, and therefore have been included in Administrative Modification 9, which is scheduled to proceed in advance of Amendment 2. This was brought to the attention of the IAC to note that despite the high project cost and its significance the proposed changes are considered relatively minor. When asked for questions or concerns, the group had none.

Andy Rush presented the list of 28 projects that are included in Amendment 2 and asked if there were any project-specific questions or concerns. Bernadette Dupont asked a question about how the Galene Dr/Sprowl Rd project (KIPDA ID 2774) was modeled. Andy Rush explained that the project will align offset intersections and that a connection on the north side of Taylorsville Road will likely be made to Watterson Trail via other streets (e.g. Shelby St. and/or Bluebird Ln.) He stated that the additional capacity/widening was envisioned to be a center turn lane and not major widening. He also noted that the amendment is not introducing changes to the travel model.

Aida Copic asked how changes in modeling were done for the Baxter/Bardstown Premium Transportation Corridor (KIPDA ID 1353). Andy Rush shared that the KIPDA model does not include a robust transit component. Nick Vail mentioned that the funding for the project in question was not for transit. Ms. Copic was aware of the funding and project intent but reiterated the importance of continuously improving the travel demand model to capture/measure transit projects.

There were no additional comments or discussion about the other projects.

#### **Analysis Details:**

Andy Rush noted that the key components of the analysis for Amendment 2 will remain the same as they were for Amendment 1. These include:

- a. **Horizon Year of *Connecting Kentuckiana* Metropolitan Transportation Plan:** 2040
- b. **AQ Conformity Test:** Budget Test utilizing Year 2020 Motor Vehicle Emissions Budgets created for the 1997 8-Hour Ozone Standard
- c. **Analysis years:** 2020, 2025, 2030, 2035, 2040
- d. **Pollutants/Precursors of concern and related budgets:** 2020 regional MVEB for 8-Hour Ozone Standard:
  - i. VOCs: 22.92 tons/day (20,793 kg/day)
  - ii. NOx: 29.46 tons/day (26,726 kg/day)

There were no comments or questions.

#### **Additional Travel Model Discussion:**

Andy Rush indicated that aside from the changes to the travel model mentioned in the project information sheets, nothing else changed for Amendment 2. Those changes have been incorporated in the series of scenarios to be analyzed in the MOVES Model.

#### **MOVES Model Discussion:**

Craig Butler presented his recent work to bring the 2017 Indiana fleet mix into the analysis. Andy Rush asked Mr. Butler about the probable impact of this change on the emissions for the Regional Emissions Analysis. Mr. Butler stated that this new fleet mix data will not likely change the emissions much.

**Other Discussion:**

There was no other business discussed. The conference call adjourned at approximately 3:45 PM EDT.

**Agenda Item #10**

**MEMORANDUM**

TO: Transportation Policy Committee  
FROM: Amanda Spencer  
DATE: November 16, 2020  
SUBJECT: Kentucky-Indiana Transportation Excellence (KITE) Award 2020

The KITE award provides the opportunity to recognize and celebrate projects that demonstrate outstanding transportation planning and/or implementation practices performed by planners, engineers, and decision makers in the Louisville Urbanized Area and within the context of the metropolitan planning organization (MPO) planning process conducted by KIPDA.

Any project that was completed, opened to the public, or had an active phase in 2020 and meets the three criteria listed below was eligible for consideration:

- Within the MPA
- Participated in the MPO process at KIPDA
- Has not won the KITE Award before

KIPDA staff evaluated the nominations and worked with the TPC Chair to select the winning project. Considerations used to determine the project that most demonstrates outstanding transportation planning and/or implementation practices are numerous and included any stage of project development ranging from early planning and coordination through implementation. Points of consideration included:

- Innovation
- Efficient use of funds
- Planning and/or implementation timeliness
- Engaging the public
- Coordination and cooperation with other agencies and planning partners
- Community impact/Long term community benefit
- Intermodalism (freight based and/or multi-modal linkages)
- Connectivity to other projects, existing facilities, or areas of the region
- Effective planning process
- Reflection of MTP Goals and Objectives
- Consideration of modal options in the planning process

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*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

- Land Use / Transportation Integration
- Originality
- Consideration of the Environment
- Effective planning or project administration resulting in minimal changes from the original scope, schedule, and cost estimate.

KIPDA Staff was pleased to receive six project nominations that address one or more of the considerations outlined above. In total, the nominations provide further testament to the exceptional transportation efforts that are being realized in our region.

The winner of the KITE 2020 Award will be announced at the November 24 TPC meeting.

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**Kentucky-Indiana Transportation Excellence (KITE) Award**  
**2020**  
**Project Nomination Form**

<b>Project Name</b> Dixie Highway Corridor Bus Rapid Transit - BRT			
<b>Project Sponsor(s)</b> Transit Authority of River City – TARC, KYTC, Louisville Metro			
<b>Project Description</b> The Dixie Hwy Corridor BRT is Kentucky's first bus rapid transit line, consisting of 37 new BRT stations, eight new BRT buses, intelligent transportation systems (ITS), and improved transit amenities. Running 15 miles new transit service along Dixie Hwy from Gene Snyder (I-265) to Louisville Downtown.			
<b>Project Purpose</b> The New Dixie Hwy Project was designed to improve safety and mobility along one of Louisville's busiest and most dangerous roadways, Dixie Highway Corridor, while also increasing connectivity from the southwest area of the community to downtown. The core component of the project was improvement to transit operations through added service, enhanced bus stop amenities, digital real-time information to customers, and ITS/TSP (Transit Signal Priority) technology improvements.			
<b>Project Open To Public?</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>If YES, When:</b> January 6th, 2020
			<b>If NO, anticipated:</b> <a href="#">Click here to enter text.</a>
<b>KIPDA Project ID</b>	2773	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>  <p>The New Dixie Hwy Corridor BRT, "Dixie Rapid", was a multifaceted project delivered through interagency partnership between KYTC, Louisville Metro and TARC. Interdepartmental coordination and support from the area residents, elected officials, and Dixie Corridor Southwest business community were an important part of the project's success. The ambitious new route addresses the longstanding safety and connectivity issues within the Dixie Highway Corridor while vastly improving access to public transportation including technological advances and communication systems. The stretch of Dixie Highway from I-265 to downtown Louisville has historically been one of the most dangerous corridors in the Metro area with a fatality rate more than 3 times that of similar highways. On any given day this corridor sees an average of 60,000 drivers and 4,000 transit riders (pre-covid ridership data).</p> <p>The Dixie BRT route provides safe and reliable public transit connection from Valley Station in southwestern Jefferson County into downtown Louisville, adding vital transportation options for the many businesses and residents in the community. The BRT transit route was part of a larger \$35 million New Dixie Highway project that incorporated road improvements and safety measures for pedestrians and drivers alike. These components and the BRT route meet the goals of The New Dixie Highway plans to improve mobility, safety, and livability along the corridor.</p> <p>The new BRT service will provide multiple benefits to transit users and the surrounding area. In addition</p>			

to the shorter travel times and greater service frequency, the BRT route introduced a variety of new amenities to the community including real-time communication with Rapid riders, new buses, safer stops, and its Traffic Signal Priority system (TSP). This new system, connected with the Intelligent Transportation System allows Rapid buses to communicate with traffic lights along Dixie Highway. BRT buses equipped with this technology will be given priority at intersections greatly increasing their on-time performance and decreasing travel time. New Rapid pylons with digital screens will provide riders with real-time buses arrival information, important transit and community messages and wayfinding to destinations. Queue jump lanes for transit will also make it safer for buses to pass through some intersections. Rapid's new route extends from I-265 into Louisville's Central Business District. The corridor includes 37 branded BRT stops, improvements to ADA access, sidewalks, lighting, and landscaped medians.

TARC BRT route #10 provides high frequency service to the community seven days a week. Weekday route frequency is every 20 minutes from 4:00 am to 5:30 am, and from 7:00 pm to 1:00 am, and every 15 minutes from 5:30 am to 7:00 pm. On the weekends route frequency is every 30 minutes from 4:30 am to 7:00 am, and 7:00 pm to midnight, and every 20 minutes from 7:00 am to 7:00 pm. Rapid's increased bus frequency and new transit amenities will encourage greater ridership along Dixie Highway while improving livability, mobility, and promoting economic development for its surrounding communities.

The Dixie BRT Corridor and the new TARC Rapid service present significant project that will contribute to long-term mobility solutions in the region. The new BRT transit route provides a critical fifteen miles long north-south mobility link that connects with many intersecting TARC routes, providing transfers in the central business district and allowing TARC passengers to reach their destinations in all areas of the community. The project is an innovative and multimodal solution that demonstrates community commitment to transit. Through an efficient use of local and federal funding, and successful project management process, the BRT corridor was completed on time and within allocated financial resources. Throughout project planning, development and implementation, community and the public have been involved and provided their input to ensure the success of this important project. Coordination and cooperation between the agencies and many departments involved in this project is a great example of partnerships and collaboration critical for timely project delivery and its long-term success. The community and transit users will benefit from the new service, and roadway and pedestrian improvements for years to come. The economic and environmental benefits of the project will improve the quality of life and livability along Dixie Corridor and surrounding neighborhoods, and demonstrate the importance of mobility improvements for the entire area.



KIPDA KITE Award Application  
**Photos & Maps**

**RAPID**







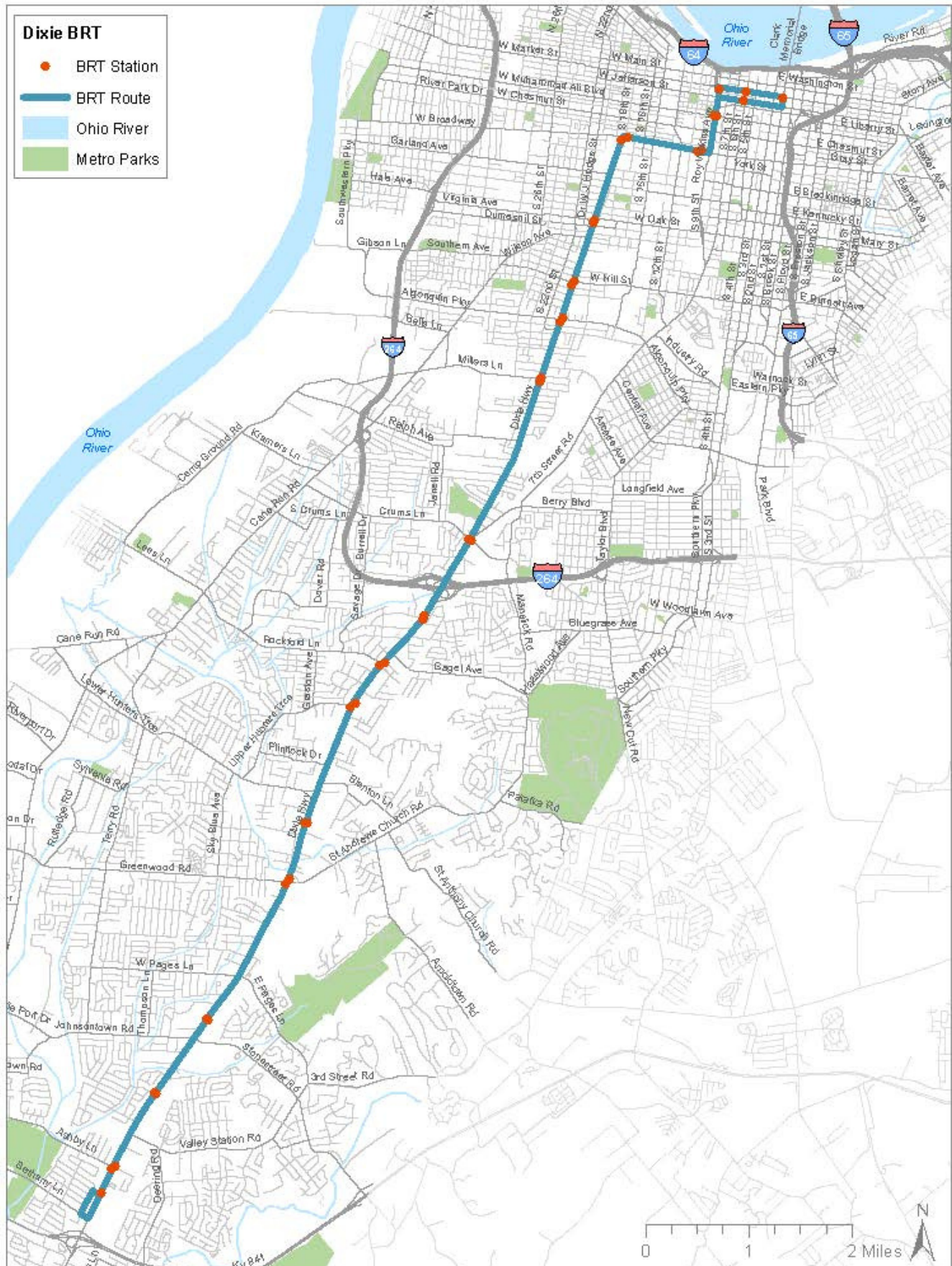


KIPDA KITE Award Application  
**Photos & Maps**

**RAPID**







**KIPDA**  
**Metropolitan Planning Organization**  
**Kentucky-Indiana Transportation Excellence (KITE) Award**  
**2020**  
**Project Nomination Form**

<b>Project Name</b> Olmsted Parkways BP Improvements AKA "Eastern Parkway Transportation Plan"					
<b>Project Sponsor(s)</b> Louisville Metro					
<b>Project Description</b> <p>This project will provide planning, design, and implementation phases for Olmsted Parkways Bicycle and Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks.</p> <p>The scope of work for this project includes a planning phase for the Olmsted Parkways Bicycle/Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards, including lane reductions and complete street elements of bicycle lanes, shared use paths, and sidewalks. Project termini are Eastern Parkway (US 60A) from Hahn Street (MP 3.848) to the Scenic Loop at Cherokee Park (MP 0.365).</p>					
<b>Project Purpose</b> <p>Eastern Parkway is one of the original historic Olmsted Parkways - now over 100 years old - and the most heavily used parkway in Louisville (as Alt US 60, part of the Federal Highway System). Age and use have brought on serious deterioration of a facility that is under-designed for current conditions. This project intends to evaluate existing conditions of roadway construction, curbing, drainage, bicycle and pedestrian facilities, and other parkway corridor elements to determine the extent of rehabilitation items required to bring Eastern Parkway up to modern standards and implement the recommendations of the 2009 Olmsted Parkways Shared Use Pathways master plan, which include lane reductions, bicycle lanes, shared use paths, and sidewalks.</p>					
<b>Project Open To Public?</b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><b>If YES, When:</b> Planning study complete July 2020</td> <td style="width: 50%;"><b>If NO, anticipated:</b> Construction complete 2035</td> </tr> </table>	<b>If YES, When:</b> Planning study complete July 2020	<b>If NO, anticipated:</b> Construction complete 2035
<b>If YES, When:</b> Planning study complete July 2020	<b>If NO, anticipated:</b> Construction complete 2035				
<b>KIPDA Project ID</b>	2142	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>  See following page.					
<b>Your Name and Organization</b> Amanda Deatherage, Louisville Metro Public Works		<b>Date of Submission</b> 11/6/2020			

## Why should this project win the 2020 KITE Award?

[Louisville's Olmsted Parkways, Eastern Parkway Transportation Plan](#), merits KITE Award recognition for the following points of consideration:

- **Innovation**
  - The patent-pending, [award-winning](#) technological innovation, *Empathic Design Process* by Gresham Smith was first used in conjunction with this study.
- **Engaging the public**
  - [Project website](#)
  - Online surveys
  - Interactive mapping
  - Three well-attended public meetings, the last of which exceeded the maximum capacity of the venue
- **Coordination and cooperation with other agencies and planning partners**
  - Gresham Smith
- **Intermodalism** (multi-modal linkages)
- **Consideration of modal options in the planning process**
- **Reflection of MTP Goals and Objectives**
  - Multi-Modal
  - Non-Motorized
  - Congestion
  - Safety
  - Environment
  - Economy
- **Originality**
- **Consideration of the Environment**

The Olmsted Parkways Bike/Ped Improvements project (also known as *Louisville's Olmsted Parkways, Eastern Parkway Transportation Study*) merits KITE Award recognition for its innovative use of technology to research the Eastern Parkway corridor and devise recommendations for improving the corridor with active modes of transportation in mind.

Louisville Metro was awarded Transportation Alternative Program funding in 2017 to develop a study that considered sidewalk and curb improvements, shared-use paths, bike lanes, and other complete street alternatives. Gresham Smith was selected to assist in the development of this study. The Eastern Parkway Transportation Study was completed and made available to the public in July 2020.

This study covers 3.35 miles of Eastern Parkway from the intersection of Hahn Street to its eastern terminus at Cherokee Park. The project team analyzed the context of bicycle/pedestrian facilities, took inventory of current landscaping and other historic design elements, performed a traffic study, and conducted robust public engagement measures. Throughout the process, residents voiced concern for their safety along the mostly four-lane undivided highway that makes up the main corridor of the parkway. Residents also advocated for preserving the existing tree canopy and creating more options for walking and biking, due to concerns about increasing traffic congestion. This plan provides recommendations for the design of a rehabilitated Eastern Parkway that serves our modern transportation needs, while preserving Olmsted's original vision as a tree-canopied corridor for all. It will allow future generations to continue to enjoy the parkway (or linear park) in the way the original designers intended.

The project team deserves to be recognized for the innovative use of technology by conducting a workshopping tour of the parkway and for their awarding winning *Empathic Design Process*. Gresham Smith developed this process to quantify and correlate emotional responses to the built environment. The Eastern Parkway Transportation Study was the prototype for this patent-pending innovation.

The *Empathic Design Process* is a data collection tool that works by comparing two datasets: geolocation data, as recorded on smartphone or smartwatch; and the wearer's heartrate, which serves as a biomarker for stress analysis. The more users that share their data as they traverse the corridor, the more they can eliminate statistical outliers. With enough geolocated heart-rate data, the project team could corroborate areas of "good design" and identify areas that may need improvement due to consistent stress markers.

This innovative data collection and robust public outreach efforts allowed the project team to devise better recommendations to improve the Eastern Parkway Corridor. The Eastern Parkway Transportation Study was the first phase of the Olmsted Parkways Bike/Ped Improvements, KIPDA ID 2142. Louisville Metro intends to secure funding to continue furthering this project. Louisville Metro expects to construct the improvements recommended in the study and have the project open to the public by 2035. As such, this project remains in KIPDA's MTP and is a high priority to Louisville Metro.

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2020  
**Project Nomination Form**

<b>Project Name</b> I-71 Northbound - Exit Ramp Improvements to KY 53			
<b>Project Sponsor(s)</b> KYTC (District 5 Office)			
<b>Project Description</b> Safety and Congestion Mitigation improvements at the I-71 Northbound exit ramp at KY 53 in Oldham County (Item No. 5-567.00)			
<b>Project Purpose</b> The purpose of this project is to reduce congestion and improve safety on the northbound exit ramp from I-71 to KY 53, as well as at the exit ramp and KY 53 intersection. This project includes: a widened exit ramp; adds a right-turn lane and a left-turn lane to create dual right- and dual left-turn movements; installs a new traffic signal for the intersection improvements; and adds striping and wayfinding signs to guide drivers to the correct lane for traffic movements. The proposed project will address the current issue of ramp queuing which backs up onto the mainline of northbound I-71 from the intersection of the ramp and KY 53, and allow for congestion relief thru the intersection of the northbound ramp and KY 53.			
<b>Project Open To Public?</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>If YES, When:</b> May 2020	<b>If NO, anticipated:</b>
<b>KIPDA Project ID</b>	2670	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>			
<p><b>Reflection of MTP Goals and Objectives</b> – This project meets the following MTP goals:</p> <ul style="list-style-type: none"> <li> <b>Increases safety for all users:</b> The I-71 Corridor Study in 2014 noted the KY 53 interchange as one of four interchange locations along the 77.7 mile corridor where potential crash issues have been found to occur on interchange ramps. Crash data for the last 3 years (6/2014-6/2017) shows a total of 23 incidents on the ramp with predominantly rear-end crashes. The new ramp configuration is a design that reduces conflicts, with the expectation of a corresponding reduction in crashes.         </li> <li> <b>Manage and reduce roadway congestion where appropriate:</b> There are several interstate-related commercial land uses located at the KY 53 interchange, including hotels, restaurants, and gas stations. This, along with a hospital and major businesses, creates a cluster of major traffic and freight generators at the interchange. The 2038 projected ADT on the mainline of I-71 from a 2014 study is 62,400 total (29% trucks), which is a 28% increase from the 2013 ADT of 48,700. The 2035 projected No-Build Level of Service at the start of the ramp (from a 2011 Study) was E. The new ramp design allows for improved traffic flow near the interchange, providing a reduction in congestion.         </li> </ul>			



- ***Maintain the existing transportation network in a state of good repair:*** Widening of the ramp will be with new, full-depth construction. The existing portions of the ramp will undergo rehabilitation with 4.5" milling and surfacing, extending the pavement life for many years to come. Guardrail and guardrail end treatments will also be replaced as part of the project, and existing signal equipment will be modified to accommodate the new traffic configuration.
- ***Ensure timely and efficient movement of freight within, departing, and entering the region:*** Both I-71 and KY 53 are routes on the KIPDA Freight Network. Commercial and retail activity in the area, along with a hospital and major businesses, creates a cluster of major traffic and freight generators at the interchange. Planned commercial and light industrial growth on Commerce Parkway and LaGrange Parkway will also benefit from the enhanced access to KY 53. The new ramp design is intended to provide an improvement to the movement of freight through the interchange.
- ***Reduce and/or mitigate negative environmental impacts, including climate change.*** The improvement to LOS will reduce the air quality impacts caused by congestion in this area.

**Efficient Use of funds** – This project used Congestion Mitigation Air Quality (CMAQ) funding, which is rare for a KYTC project. KYTC (initiated by District 5) applied for and was awarded \$1.2 million in CMAQ funds, bringing an additional, unanticipated investment to the KIPDA region. It also allowed the leveraging of State match to access a funding source not typically used by KYTC, allowing more traditional funding to be used elsewhere. There were no Right of Way or Utility costs incurred with the project, making the effort even more cost-effective and allowing it to proceed in a timely fashion.

**Planning and/or implementation timeliness** – Early coordination with FHWA, the ability to construct the project without Right of Way acquisitions, and the absence of utility involvement allowed the improvement to be completed on a relatively short timeline.

**Consideration of the Environment** – This project was vetted through the KYTC Division of Environmental Analysis for any environmental impacts as federally required by the National Environmental Policy Act (NEPA). Being a CMAQ-funded project, the contribution of the work towards the enhancement of regional air quality had to be calculated and demonstrated in order to receive the funds. Impacts to the environment were also reduced by using a phased construction process that allowed traffic to be maintained on the existing ramp for an extended period of time during construction.

**Consideration of the economy** – The positive direct, indirect, and induced economic impacts to improving this interstate interchange have a reach beyond state borders. Improving the congestion and safety will benefit the freight industry and consumers through improved travel time, vehicle operating costs, and by lessening incidents whether directly or indirectly affected by delays for incident management. These type of improvements also enable the state to be more competitive in attracting businesses.

**Connectivity to other projects, existing facilities, or areas of the region** – This project will complement the CMAQ-funded planned improvements to the Southbound I-71 Ramp to KY 53 (KYTC Item No. 5-444.10). That project will add a right-turn lane at the I-71 Southbound ramp/KY 53 intersection and add a left turn lane at Crystal Drive with signal reconfiguration. These two projects together would increase the overall capacity and safety of the interchange, satisfying the primary goal of eliminating I-71 mainline backup and also alleviating intersection congestion at KY 53.

This project is also adjacent to/impacts/complements the following KYTC projects:

1. 2020 Highway Plan 5-483.2 –WIDEN I-71 FROM FOUR TO SIX LANES FROM KY 393 TO KY 53
2. 2020 Highway Plan 5-483.3 – CONSTRUCT NEW I-71 INTERCHANGE BETWEEN KY 393 AND KY 53 TO RELIEVE CONGESTION IN LAGRANGE.
3. 2020 Highway Plan 5-552.00 - IMPROVE SAFETY AND REDUCE CONGESTION ON I-71 BETWEEN KY 53 AND KY 153.

**Effective planning process** – Planning and implementation of the project was a result of the combined efforts of the KYTC District 5 Planning Section, the MPO and the KYTC Office of Local Programs. The CMAQ program is typically utilized to fund LPA projects. However, this project fit the criteria quite well and it was decided to compete (successfully) for the funds.

Improvements to the interchange have been discussed for many years, as have other possible solutions relating to the traffic congestion in and around the City of Lagrange. A recent study for a potential interchange on I-71 between KY 393 and KY 53 suggested that interim improvements be considered for the KY 53 interchange to reduce congestion in the area. Public input received regarding peak hour congestion (particularly with the growth of the Rawlings Group on Eden Parkway) was an additional incentive to pursue the project.

<b>Your Name and Organization</b> Thomas Hall, KYTC District 5 Office	<b>Date of Submission</b> 11/04/2020
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**Kentucky-Indiana Transportation Excellence  
Award**  
2020

## Project Nomination Form

<b>Project Name</b> New I-65 Interchange – Bullitt County			
<b>Project Sponsor(s)</b> KYTC (District 5 Office)			
<b>Project Description</b> Construction of a new I-65 interchange between the KY 480 & KY 245 interchanges in Shepherdsville, KY. Project includes construction of a new connector road linking I-65 to KY-480 and KY-61.			
<b>Project Purpose</b> The purpose of the project is to improve access and mobility between I-65 and the rapidly growing commercial development in the area.			
<b>Project Open To Public?</b>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>If YES, When:</b> <a href="#">Click here to enter text.</a>	<b>If NO, anticipated:</b> November 2020
<b>KIPDA Project ID</b>	2233	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>  <p><b><u>Innovation</u></b> – The new I-65 Interchange was innovative for KYTC since it was an accelerated project designed and awarded for construction in just three years. This was a major change to the standard timeline for the development of a new interchange in Kentucky. Many components of the project needed to be compressed or synchronized to make this a success story. As an example, FHWA required that the new interchange design be analyzed in conjunction with improvements to the existing I-65/KY 480 interchange reconstruction in the Interchange Justification Study. The additional analysis could have negatively impacted the project delivery timeline. Accelerated engineering and operational analyses were conducted under a compressed timeline that examined four potential alternatives: both interchanges built, one interchange built, the second interchange only built, and no interchange built. Based on the analysis, FHWA agreed that justification was sufficient to move forward with both interchange projects.</p> <p>Another innovation was employed in the pavement design. Using the newly adopted AASHTOWARE Pavement ME web-based design tool, this design process utilized a strengthening of the roadway subgrade to reduce pavement thickness and therefore reduced costs.</p>			

New and innovative techniques were used to accelerate the Right of Way process which allowed the project to be cleared for construction two months ahead of schedule. An example of this innovation is the acquisition of the Rolling Acres Farm Development parcel. Property needed for that development was dovetailed with the ROW needed for the KYTC project. The owner had planned to do extensive earthwork on his property. To accommodate the property owner and to meet KYTC construction needs, the roadway berm design was made wider. This change met the developer's needs and allowed a temporary easement to be used for the construction of the roadway back slope, which also served to minimize the typical fee-simple Right of Way line. This solution minimized risk for both parties and resulted in a cost savings for the project.

**Reflection of MTP Goals and Objectives** – This project meets the following MTP Goals:

- ***Improve the connectivity of the pedestrian and bicycle network.*** – The new interchange connector road, Alpha Way, provides a 10' berm outside the curb and gutter design on both sides of the roadway. It is intended to accommodate future bike and pedestrian facilities between KY 480 and I-65. The connector road between I-65 and KY 61 will carry much less traffic and is designed as a rural roadway with an 8' paved shoulder, providing limited bicycle and pedestrian access there as well.
- ***Manage and reduce roadway congestion where appropriate.*** – The 2040 projected traffic volumes on the existing I-65/KY 480 interchange northbound and southbound ramps show an operational performance Level of Service (LOS) F, which is the worst of the LOS and indicates a traffic jam type situation where every vehicle moves in lockstep with the vehicle in front of it. The addition of this new interchange south of KY 480 will improve the projected LOS to C on the ramp terminal intersections of the I-65/KY 480 interchange.
- ***Ensure timely and efficient movement of freight within, departing, and entering the region.*** – Existing traffic on the I-65 mainline between exits 112 and 116 (KY 245 and KY 480) shows a 2018 Average Annual Daily Traffic (AADT) count of 81,000 (2018, 21% trucks). KY 480 near the I-65 interchange AADT ranges from 9,180 (2018, 13.3% trucks) on the west side to 9,938 (2018, 8.99% trucks) on the east side. The KIPDA 2040 traffic forecast shows a growth rate of 1.84%. This project is adjacent to a KIPDA high-density freight cluster, Shepherdsville Distribution Center, as identified in KIPDA's 2019 Regional Freight Mobility Study. The added capacity that this new interchange brings will go a long way in reducing freight needs identified in that study.
- ***Influence positive economic impacts.*** – Significant commercial development such as the Cedar Grove Business Park, Salt River Business Park, and Love's Travel Stop has occurred within the past 18 years around the existing I-65/KY 480 interchange. According to data supplied by the Bullitt County Economic Development Authority, the Cedar Grove area employs over 8,000 people on a normal day. The added capacity of the new interchange project will address existing development needs and benefit future development plans near the interchange such as the expansion of the Cedar Grove Business Park and along KY 61 to the south. Improving access and mobility between I-65 and the rapidly growing commercial development in the area is the core purpose of the project.

**Efficient use of funds** – Cost savings were realized through the use of the newly adopted AASHTOWARE Pavement ME web-based design tool. This design process strengthens the roadway subgrade to reduce the thickness of the pavement system. Additional cost savings occurred during the Right of Way process when the roadway berm was redesigned and widened to allow a temporary easement to be

used for the construction of the roadway back slope. This lessened the typical fee simple Right of Way line.

**Consideration of modal options in the planning process** – The new connector road between KY 480 and I-65 has an urban cross section that provides a 10' berm outside the curb and gutter on both sides of the roadway. This berm serves to preserve Right of Way to eventually accommodate bike and pedestrian facilities. This decision by the project team will create an easy opportunity to expand the bicycle and pedestrian network in the near future.

**Planning/or implementation timeliness** - The new I-65 Interchange was an accelerated project designed and awarded for construction within three years. Many interrelated pieces of the project had to come together to make this possible and to complete milestones on time. The project was fast-tracked out of the gate with early coordination that included FHWA, utility companies, property owners and the Division of Environmental Analysis (DEA). The environmental document approval and the Right of Way clearance were the two critical path tasks. Initially, ten conceptual alternatives were reviewed with two chosen to be carried forward to Phase I Design. Subsequently, the preferred alternative was selected which allowed for the completion of the Categorical Exclusion Level 3 document. The Utility Phase was advanced by scheduling the relocation of utilities to run concurrent with the project's construction phase. That means the construction contractor was made responsible for utility relocations, eliminating the typical time it takes for utility owner to clear utilities prior to construction.

**Engaging the Public** - A public meeting was held on June 2, 2016, and sign-in sheets showed that 169 persons attended. A total of 35 questionnaire responses were received for the MP 114 interchange, representing 40 persons. Two design alternatives were presented for ranking. There was a slight public preference for one of the two options.

**Long term community benefit** – The positive community impacts of this project via economic effects including direct, indirect, and induced will benefit the local community through job growth and mobility. The community and businesses will experience reduced travel time and lower vehicle operating costs. This new interchange will allow the region and state to be more competitive in attracting new businesses which will improve job growth.

**Coordination and cooperation with other agencies and planning partners** – KYTC worked directly with FHWA, Bullitt County Economic Authority and the City of Shepherdsville. The City funded a \$4.2 million project to build Alpha Way which links KY 480 and the Business Park to the I-65 interchange project. The project serves as a good example of the partnership between local, state and federal government.

**Consideration of the environment** - This project was vetted through the KYTC Division of Environmental Analysis for environmental impacts as required by the National Environmental Policy Act (NEPA). Evaluation of impacts to habitat for Indiana bat, Northern long-eared bat and gray bat required coordination with the US Fish and Wildlife Service. Coordination included preparation of a Biological Assessment requiring a Conservation Memorandum of Agreement (CMOA) and payment of a mitigation fee to the Imperiled Bat Conservation Fund. A Traffic Noise Impact Analysis was conducted to determine if nearby property owners would be impacted. For the Preferred Alternative, a sound barrier evaluation was conducted considering nearby property owners that ultimately determined barriers would not be needed.

**Consideration of the economy** - The added capacity provided by the new interchange project will improve access and mobility issues impacting existing developments and future development plans

near the interchange such as the expansion of the Cedar Grove Business Park and along KY 61 to the south. Improving access and mobility between I-65 and the rapidly growing commercial development in the area is the economic purpose and the heart of the project.

**Intermodalism** – The new interchange will have a positive impact to freight mobility in the area. Existing truck volumes, traffic forecasting and projected industrial and warehousing growth suggest freight volumes will continue to grow significantly in this area. The interchange is a preferred warehousing site located just 12 miles from the UPS World Port air freight facility and the adjacent CSX-Osborn intermodal railroad facility.

**Connectivity to other projects** – This new interchange project was closely intertwined with the I-65/KY 480 interchange reconstruction project. FHWA required that these two interchange projects be evaluated as a binary system in the Interchange Justification Study. Other projects abutting this project include:

1. 2018 Highway Plan 5-550.00 - WIDEN I-65 FROM 6 TO 8 LANES FROM KY-61 (PRESTON HIGHWAY) IN LEBANON JUNCTION TO I-265 (GENE SNYDER FREEWAY)
2. 2018 Highway Plan 5-2037.00 - REPAIR AND GRIND PAVEMENT ON I-65 FROM MP 110.7 TO MP 115.77 (06CCR). (INCLUDED IN 5-2034.00 AS ONE PROJECT)
3. 2018 Highway Plan 5-2034.00 - REPAIR AND GRIND PAVEMENT ON I-65 FROM MP 115.77 TO MP 118.580. (06CCR)(INCLUDES ITEM NUMBER 5-2037.00)

Your Name and Organization	Date of Submission
Thomas Hall, KYTC District 5 Office	11/04/2020

**KIPDA**  
**Metropolitan Planning Organization**  
**Kentucky-Indiana Transportation Excellence (KITE) Award**  
**2020**  
**Project Nomination Form**

<b>Project Name</b>			
Park and Ride at Apple Patch (now Pillar)			
<b>Project Sponsor(s)</b>			
Oldham County Fiscal Court			
<b>Project Description</b>			
Construction of a parking lot, pavilion, bus shelter, bike lockers, walkway and a 1000' access road located on Apple Patch Way off of KY 329 near I-71 exit 14 in Crestwood, KY.			
<b>Project Purpose</b>			
A permanent car and bicycle parking facility to be used while commuting to Jefferson County by TARC, carpool or vanpool. It will also provide a convenient alternative for one-car families to drop off and pick up commuters.			
<b>Project Open To Public?</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>If YES, When:</b> January 2020 <b>If NO, anticipated:</b> <a href="#">Click here to enter text.</a>
<b>KIPDA Project ID</b>	1826	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>  <p>Inter-agency collaboration, cost-sharing, public private partnership, reduced congestion, outstanding location, this one-of-a-kind project has it all. Oldham County has had an Express bus route serving commuters to Louisville Metro since July of 2009. Three commuter parking lots serve the route with the Crestwood location having been a temporary lot on private property.</p> <p>Development of the permanent Park and Ride at Apple Patch provides a long-term solution to commuters via, TARC, car and vanpools, ride share or any future need. This is the first park and ride of its kind in Kentucky using CMAQ, SLO and local funds for planning, site acquisition and construction. Apple Patch (now Pillar) donated a significant portion of the sale price back to the project as matching funds. KYTC provided important oversight during the project development understanding that this is a unique project not only to the region but also the State. Also, consultation with TARC during the planning phase was critical to assure operational efficiencies when completed. Although Oldham County Fiscal Court is the project sponsor, the City of Crestwood contributed matching funds and will ultimately share maintenance responsibilities with Fiscal Court for snow removal, trash pickup, mowing and long term maintenance such as re-paving and painting and amenity replacement as necessary.</p>			
<b>Your Name and Organization</b>		<b>Date of Submission</b>	
Jim Urban, Oldham County Planning & Dev		November 6, 2020	

As an additional community benefit, the facility is located adjacent to an Apple Patch (now Pillar) Community Engagement Center and integrated housing units in the Celebration Park neighborhood for intellectually and developmentally disabled adults. The Park and Ride will provide needed transportation for enhanced employment and other needs to these disabled individuals.

OK, so commuting is different today. Pandemic conditions, social protests, and reduction of TARC services all have impacted the rollout of the Park and Ride lot. We are ready whenever “normal” returns or whatever commuting might be. In the meantime, we have been working with KIPDA staff regarding ride share and van pool coordination. Some car-pool activity is happening.

Amazingly, nearby residents are using the facility for exercise. A volunteer monitor calls us regularly with observations and requests to empty the trash can used by people sitting under the shelter and enjoying the scenery. An annual mowing contract has been signed by Judge Voegelé to assure the property always looks its best and LG&E has a contract to install 9 low—impact lights for safety in the parking area. The City of Crestwood will pay for 4 and Fiscal Court will pay for five.

This project should receive the KITE Award and everyone involved should be honored for its excellence.



**KIPDA**  
**Metropolitan Planning Organization**  
**Kentucky-Indiana Transportation Excellence (KITE) Award**  
**2020**  
**Project Nomination Form**

<b>Project Name</b>			
Various Intersection Improvement Projects in Jefferson County			
<b>Project Sponsor(s)</b>			
KYTC			
<b>Project Description</b>			
Preliminary design and study to determine low cost improvements at various intersections within Jefferson County			
<b>Project Purpose</b>			
To improve safety at the following identified intersections: (see intersections listed on next page)			
<b>Project Open To Public?</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>If YES, When:</b> Varies	<b>If NO, anticipated:</b> <a href="#">Click here to enter text.</a>
<b>KIPDA Project ID</b>	2483 & 2632	<b>Currently in TIP and/or MTP</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<b>Why should this project win the 2020 KITE Award? (you may use additional pages if necessary)</b>  KYTC has successfully demonstrated their commitment to intersection safety through a series of intersection improvement projects. Each KIPDA ID represents a series of locations where safety enhancements at intersections have been made or are planned. These projects are worthy of consideration for the 2020 KITE Award due to their efficient utilization of Highway Safety Improvement Program (HSIP) funds. Potential locations are chosen each year based on recent crash data and trends. Then, locations are screened in a cooperative process by a project team including: KYTC – Central Office, KYTC – District 5, Louisville Metro, KIPDA, and KYTC’s consultants. The screened intersections were thoroughly analyzed further by an in-depth data review and through a Road Safety Audit site inspection of each intersection where the project team thoroughly assessed and discussed the safety related issues and solutions. Once solutions were proposed and cost estimates were generated, the project team prioritized all the solutions from all the intersections that were studied, up to the dollar amount allocated for the overall project. Solutions that are beyond the means of the budget for this group project are saved for consideration as a stand-alone project for a later date. This process is exemplary in its use of recent data and data analysis tools, in its cooperative nature among agencies, and its efficient use of funding.			
<b>Your Name and Organization</b>		<b>Date of Submission</b>	
Andy Rush - KIPDA		11/5/2020	

**KIPDA ID 2483 Intersections:**

1. US 31W (Dixie Highway) @ KY 841 WB Ramps
2. KY 1931 (S. 7<sup>th</sup> St.) @ KY 2054 (Algonquin Pkwy.)
3. US 31E (Bardstown Rd.) @ KY 2860 (Grinstead Drive)
4. KY 864 (Poplar Level Rd.) @ E. Indian Trail
5. US 31W (Dixie Highway) @ Barrett Lane

**KIPDA ID 2632 Intersections:**

1. KY 1865 (Taylor Blvd.) @ I-264 EB Ramps/W. Ashland Avenue
2. US 150 (Broadway) @ KY 1020 (S. 2<sup>nd</sup> St.)
3. KY 1065 (Outer Loop) @ Grade Lane
4. KY 1934 (Cane Run Rd.) @ KY 1727 (Terry Rd.)
5. W. Broadway @ S. 26<sup>th</sup> Street
6. KY 1747 (Hurstbourne Pkwy.) @ I-64 WB Ramps
7. US 60A (Eastern Pkwy.) @ Southbound KY 61 (Preston St.)
8. US 31W (Dixie Highway) @ Blanton Lane

**Agenda Item #11**

**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: November 16, 2020

SUBJECT: Administrative Modification 10 of the FY 2020 – FY 2025 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2020 – FY 2025 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

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

The changes to the FY 2020 – 2025 TIP are included on the attached tables and are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.

*11520 Commonwealth Drive*  
*Louisville, KY 40299*  
*Phone: 502.266.6084*  
*Fax: 502.266.5047*  
*TDD: 800.648.6056*

**[www.kipda.org](http://www.kipda.org)**



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	Clarksville	KIPDA ID:	2389	State ID:	1700724
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blackiston Mill Road Phase II		Total Cost Programmed in TIP to date:	\$1,020,000 <del>\$1,600,000</del>	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2025	
Description:	Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler's Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.				
Purpose & Need:	Project will improve the safety of the corridor and provide pedestrian and drainage improvements.				
FY 20-25 TIP Funding:	FY 2021 Right of Way Phase with STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total)  <del>FY 2022 Right of Way Phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total)</del>				
TIP Action:	Modify TIP funding				
Project Sponsor:	Floyd County	KIPDA ID:	1558	State ID:	1700788
County	Clark, Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51		Total Cost Programmed in TIP to date:	\$6,305,525 <del>\$5,725,525</del>	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2023	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Purpose & Need:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering Phase with STBG-MPO funds: \$404,420 (Federal) + \$101,105 (Other) = \$505,525 (Total)  FY 2022 Right of Way Phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total)  <del>FY 2021 Right of Way Phase with STBG-MPO funds: \$850,000 (Federal) + \$170,000 (Other) = \$1,020,000 (Total)</del>  FY 2023 Construction Phase with STBG-MPO funds: \$3,500,000 (Federal) + \$700,000 (Other) = \$4,200,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

<b>TIP Action:</b>	Modify TIP funding and open to public (OTP) date				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	2531	<b>State ID:</b>	1801581
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	Blunk Knob Road Guardrail Installation		<b>Total Cost Programmed in TIP to date:</b>	\$332,977	
<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP) -		<b>Open to Public Date:</b>	2025	
<b>Description:</b>	Complete guardrail install at necessary areas where none existed previously on Blunk Knob Road beginning at IN 11 to end at Budd Road in Floyd County, Indiana.				
<b>Purpose &amp; Need:</b>	Improve safety by installing guardrail where needed. Blunk Knob Road is an important collector route connecting IN 11 to the two main routes in the southern portion of Floyd County, Budd Road and IN 111. Blunk Knob Road lacks guardrail throughout its steep and curvy 1.9 miles of roadway, with segments having drops of nearly 270 feet from the edge of pavement.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Preliminary Engineering Phase with HSIP-MPO funds: \$49,679 (Federal) + \$5,520 (Other) = \$55,199 (Total)  FY 2022 Right of Way Phase with HSIP-MPO funds: \$250,000 (Federal) + \$27,778 (Other) = \$277,778 (Total)  <del>FY 2022 Construction Phase with HSIP-MPO funds: \$250,000 (Federal) + \$27,778 (Other) = \$277,778 (Total)</del>				
<b>TIP Action:</b>	Modify TIP funding and open to public (OTP) date				
<b>Project Sponsor:</b>	Floyd County	<b>KIPDA ID:</b>	2532	<b>State ID:</b>	1801582
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	Farnsley Knob Road Guardrail Installation		<b>Total Cost Programmed in TIP to date:</b>	\$199,878	
<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP) -		<b>Open to Public Date:</b>	2025	
<b>Description:</b>	Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.				
<b>Purpose &amp; Need:</b>	Improve safety by installing guardrail where needed. Farnsley Knob Road provides a link from IN 11 to IN 111 by way of Seven Mile Lane. Farnsley Knob Road is one of the only direct links between these two state routes in Floyd County, other than Blunk Knob Road. With nearly no shoulder width, sharp curves, and drops ranging from 150 feet to 300 feet from edge of pavement, guardrail is a severe need for Farnsley Knob Road.				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Preliminary Engineering Phase with HSIP-MPO funds: \$37,890 (Federal) + \$4,210 (Other) = \$42,100 (Total)  FY 2022 Right of Way Phase with HSIP-MPO funds: \$142,000 (Federal) + \$15,778 (Other) = \$157,778 (Total)  <del>FY 2022 Construction Phase with HSIP-MPO funds: \$142,000 (Federal) + \$15,778 (Other) = \$157,778 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	INDOT	KIPDA ID:	2720	State ID:	1901966
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	IN 265		Total Cost Programmed in TIP to date:	\$117,469 <del>\$566,573</del>	
Funding Source:	Highway Safety Improvement Program (HSIP) -		Open to Public Date:	2022	
Description:	Install new guardrail on IN 265 in Clark County at RP 0+0.21 to 0+0.295. Location is Just west of I-64 to just east of the I-265 Ramp WB over I-265 ramp EB.				
Purpose & Need:	Install new guardrail at various locations in Scott and Clark Counties. To prevent drivers from performing median u-turns at an unsafe, unpaved area.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering Phase with HSIP-ST funds: <del>\$37,469 (Federal) + \$0 (Other) = \$37,469 (Total)</del> <del>\$36,000 (Federal) + \$4,000 (Other) = \$40,000 (Total)</del>  FY 2022 Construction Phase with HSIP-ST funds: <del>\$72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)</del> <del>\$473,916 (Federal) + \$52,657 (Other) = \$526,573 (Total)</del>				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation - Indiana (2676)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2002339
County	Clark	Parent ID:	None	Group ID:	2676
Project Name:	I-265 over I-65		Total Cost Programmed in TIP to date:	\$450,379	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2025	
Description:	Bridge painting rehabilitation at I-265 EB ramp over I-65 to I-65 NB, 02.50 mi E of SR 311				
Purpose & Need:	The purpose of this rehabilitation is due to the decks transverse cracks and map cracking with one spall in span b in the deck underside. Three moderate size wet spots under the spalls in the wearing surface. Shrinkage cracks in copings and parapets. Cracking in the wearing surface. The concrete patches from previous repair still look good.				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering Phase with STBG-MPO funds: \$96,000 (Federal) + \$24,000 (Other) = \$120,000 (Total)  *FY 2025 Construction Phase with STBG-MPO funds: \$264,303 (Federal) + \$66,076 (Other) = \$330,379 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	INDOT	KIPDA ID:	2863	State ID:	2000166
County	Floyd	Parent ID:	None	Group ID:	2676
Project Name:	I-265 Under Green Valley Road		Total Cost Programmed in TIP to date:	\$1,332,730	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	\$1,352,730	
Description:	Bridge rehabilitation project constructing a bridge deck overlay on Green Valley Road over I-265 EB/WB, 1.29 miles west of SR 111.				
Purpose & Need:	To correct the structural deficiencies and maintain and prolong the life of the bridge structure.				
FY 20-25 TIP Funding:	<div>FY 2021 Preliminary Engineering Phase with STBG-ST funds: \$96,000 (Federal) + \$24,000 (Other) = \$120,000 (Total)</div> <div>FY 2022 Preliminary Engineering Phase with STBG-ST funds: <del>\$104,000 (Federal) + \$36,000 (Other) = \$140,000 (Total)</del></div> <div>FY 2023 Construction Phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</div> <div>*FY 2024 Construction Phase with STBG-ST funds: \$962,184 (Federal) + \$240,546 (Other) = \$1,202,730 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation - Indiana (2676)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2001805
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60		Total Cost Programmed in TIP to date:	\$475,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2025	
Description:	Replace small structures and drainage in/around SR 60 at RP 58+32 which is 1.51 miles W of SR 311.				
Purpose & Need:	The purpose of this project is to correct the deficiencies in CLV 60-010-58.21 in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The barrel invert is rusted, and the roadway is sinking and cracking above the pipe. The embankment on the inlet end is eroding, and there is debris in the flow line on the outlet end. This pipe is 24".				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering Phase with NHPP funds: \$380,000 (Federal) + \$95,000 (Other) = \$475,000 (Total)				
TIP Action:	Add project as part of Roadway and Bridge Preservation and Rehabilitation - Indiana (2676)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2002049
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 Bridge Replacement over Packwood Branch		Total Cost Programmed in TIP to date:	\$1,600,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2025	
Description:	Bridge replacement on SR 60 over Packwood Branch, 02.47 mi E of SR 335.				
Purpose & Need:	The arch has cracking, delamination, efflorescence and two spalls with exposed rebar in the center of arch. Overall the bridge is in fair condition.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering Phase with NHPP funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Add project as part of Group: Roadway Operational Improvements - Indiana (2678)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2000233
County	Floyd	Parent ID:	N/A	Group ID:	2678
Project Name:	US 150		Total Cost Programmed in TIP to date:	\$275,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2025	
Description:	Intersection improvement with new signals on US 150 at Everett Avenue, Stiller Road, and Buck Creek Road				
Purpose & Need:	Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering Phase with STBG-ST funds: \$220,000 (Federal) + \$55,000 (Other) = \$275,000 (Total)				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation - Indiana (2676)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2002073
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 - Little Indian Creek		Total Cost Programmed in TIP to date:	\$245,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2025	
Description:	Replace superstructure at WB over Little Indian Creek, 00.65 mi W of I-64.				
Purpose & Need:	New latex modified overlay was installed under Contract B-37061, Des # 1383546. The structure is in fair condition. Cracking and water staining with delamination and one spall with exposed rebar in girder #1 of span B at mid span at the drain pipe area.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering Phase with NHPP funds: \$188,000 (Federal) + \$47,000 (Other) = \$235,000 (Total)  *FY 2024 Right of Way Phase with NHPP funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Add project as part of Roadway and Bridge Preservation and Rehabilitation - Indiana (2676)				
Project Sponsor:	INDOT	KIPDA ID:	NEW	State ID:	2002072
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 Replace Superstructure over Little Indian Creek		Total Cost Programmed in TIP to date:	\$1,900,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2025	
Description:	Replace superstructure on US 150 EB over Little Indian Creek, 00.65 mi W of I 64.				
Purpose & Need:	A new latex modified overlay was installed under Contract B-37061, Des # 1383545. The structure is in fair condition. Girder #1 span B at mid span drain pipe area has cracking and delamination, also minor vertical cracking with efflorescence in several girders in spans A and span C.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering Phase with NHPP funds: \$47,000 (Federal) + \$188,000 (Other) = \$235,000 (Total)				
TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2084	State ID:	5-543.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bluegrass Commerce Park Bicycle/Pedestrian Trail Project Phase II		Total Cost Programmed in TIP to date:	\$2,002,500	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 2020	
Description:	Construct a 10 foot wide multi-use bicycle/pedestrian trail along one side of Bluegrass Parkway from Watterson Trail to Campus Place and along Campus Place from Bluegrass Parkway to Plantside Drive. The trail will be constructed with concrete. Project length is 1.61 miles.				
Purpose & Need:	The community including the businesses have expressed interest to provide both pedestrian and bicycle movement throughout the Bluegrass Commerce Park. So the City has been constructing a multi-use trail to connect Hurstbourne Parkway to Blankenbaker Parkway. Better connectivity is desired throughout the employment center in order to provide alternative means to the automobile.				
FY 20-25 TIP Funding:	FY 2022 Construction Phase with STBG-MPO funds: \$1,510,000 (Federal) + \$377,500 (Other) = \$1,887,500 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$1,510,000 (Federal) + \$377,500 (Other) = \$1,887,500 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

<b>TIP Action:</b>	Update open to public (OTP) date and modify TIP funding				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2082	<b>State ID:</b>	5-486.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Good Samaritan Bicycle and Pedestrian Trail Connector		<b>Total Cost Programmed in TIP to date:</b>	\$1,940,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2023 2020	
<b>Description:</b>	Construct a .67 miles multi-use bicycle and pedestrian trail 10 feet wide along portions of Watterson Trail, Grand Avenue, Bluebird Lane and Shelby Street as well as traversing between the Jeffersontown Public Library and the Academy of Individual Excellence School and the Good Samaritan Residential Community in downtown Jeffersontown.				
<b>Purpose &amp; Need:</b>	This project will greatly enhance both pedestrian and bicycle connectivity to the surrounding streets in downtown Jeffersontown as well provide enhanced access to schools, libraries, parks and places of employment. It would also provide a missing gap in the existing multi-use bicycle and pedestrian trail system already constructed that will connect a high commercial corridor to the Bluegrass Commerce Park Employment Center to the surrounding roadway network and the city's downtown.				
<b>FY 20-25 TIP Funding:</b>	FY 2022 Construction Phase with STBG-MPO funds: \$1,460,000 (Federal) + \$365,000 (Other) = \$1,850,000 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$1,460,000 (Federal) + \$365,000 (Other) = \$1,825,000 (Total)</del>				
<b>TIP Action:</b>	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation - Kentucky (2675) Note: This project was previously programmed in the FY 2018 - 2021 TIP.				
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	2212	<b>State ID:</b>	5-3204.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	Olmsted Stone Arch Bridge Rehab & Trail Project Phase 2		<b>Total Cost Programmed in TIP to date:</b>	\$1,215,551	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2021	
<b>Description:</b>	Rehabilitate the Olmsted Stone Arch Bridge including dutchman repairs, repointing, masonry crack repair, replacement stones, cleaning and boulder toll wall for stream back stabilization. The project also involves replacing the bridge deck and new asphalt roadway surface.				
<b>Purpose &amp; Need:</b>	Old Taylorsville Road services a link between two arterial level roadways and is a vital transportation link serving the Jeffersontown area. It is located within the Veterans Memorial Park, a city park, and is a historic structure that is worth preserving. Improved circulation is desired in the area.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Construction Phase with STBG-MPO funds: \$299,978 (Federal) + \$74,995 (Other) = \$374,973 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date, add state ID and modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2385	State ID:	5-3219.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Patti Lane Sidewalk Safety Improvement Project		Total Cost Programmed in TIP to date:		\$930,430
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:		2023 2020
Description:	Construct safety and access improvements to Patti Lane. Construct sidewalks along both sides of Patti Lane from Taylorsville Road to Glenawyn Circle and "sharrow" bicycle markings that will designate this corridor as a bike route. The project will also construct new curb and gutter and associated drainage improvements to accommodate the sidewalks and the new access management design. The project also includes adding street lights and reconfiguring all the existing curb cuts and create managable commercial entrances for each business.				
Purpose & Need:	Patti Lane is a classified as a Minor Urban Collector that connects Old Six Mile Lane (Major Connector) to Taylorsville Road (Major Arterial). The project area is a critical corridor because it connects access to four area schools (Jeffersontown High School, St. Edwards Elementary, Tully Elementary, and Jeffersontown Elementary) and a high density residential neighborhood to the transit system along Taylorsville Road and the Jtown Commons Shopping Center, a commercial commerce cluster. The corridor does not have sidewalks, and the businesses have curb cuts across their entire frontages. These conditions create a safety concern for the many students and residents in the area to access goods and services and forces them to walk in the street or along the drainage ditch line.				
FY 20-25 TIP Funding:	FY 2022 Construction Phase with STBG-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$744,344 (Federal) + \$186,086 (Other) = \$930,430 (Total)</del>				
TIP Action:	Update open to public (OTP) date, add state ID and modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2619	State ID:	5-198.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Ruckriegel Parkway Sidewalk Improvement		Total Cost Programmed in TIP to date:		\$661,260
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2023 2020
Description:	Construct new sidewalks by filling in the gaps of existing sidewalks along the project corridor and upgrading all ADA compliant ramps and pedestrian crosswalks along Ruckriegel Parkway between Taylorsville Road and Billtown Road.				
Purpose & Need:	Citizens have been voice concern with the gaps in the existing sidewalks along the project corridor. Given the amount of development and land use existing in the area it is important to complete these improvements at this time.				
FY 20-25 TIP Funding:	FY 2022 Construction Phase with STBG-MPO funds: \$529,008 (Federal) + \$132,252 (Other) = \$661,260 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$529,008 (Federal) + \$132,252 (Other) = \$661,260 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1582	State ID:	5-3031.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase I		Total Cost Programmed in TIP to date:	\$4,482,525 <del>\$4,432,096</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 <del>2021</del>	
Description:	Construct new curb and gutters along the project corridor as well as all new sidewalks on both sides along with new ADA compliant ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.				
Purpose & Need:	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.				
FY 20-25 TIP Funding:	FY 2022 Construction Phase with STBG-MPO funds: \$2,218,876 (Federal) + \$554,719 (Other) = \$2,773,595 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$2,218,876 (Federal) + \$504,290 (Other) = \$2,723,166 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1583	State ID:	5-518.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase II		Total Cost Programmed in TIP to date:	\$2,456,850	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025 <del>2022</del>	
Description:	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancements as well as pedestrian street lighting.				
Purpose & Need:	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.				
FY 20-25 TIP Funding:	<div>FY 2020 Design Phase with STBG-MPO funds: \$107,819 (Federal) + \$ 26,955 (Other) = \$134,774 (Total)</div> <div>FY 2022 Right of Way Phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</div> <div><del>FY 2020 Right of Way Phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</del></div> <div>FY 2022 Utilities Phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</div> <div><del>FY 2020 Utilities Phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</del></div> <div>FY 2023 Construction Phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)</div> <div><del>FY 2020 Constrction Phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	KYTC	KIPDA ID:	188	State ID:	5-353.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	English Station Road		Total Cost Programmed in TIP to date:	\$11,874,300	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2024	
Description:	<del>GYP-DESC:</del> Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. <del>(Funding subject to fiscal constraint pending MPO TIP).</del> <del>CHAF-DESC:</del> The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From: MP 0.457 To: MP 1.232.				
Purpose & Need:	<del>Purpose:</del> The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network.  <del>Need:</del> Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network.  CHAF ID - IP20170032				
FY 20-25 TIP Funding:	<div>FY 2021 Construction Phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)</div> <div><del>FY 2020 Construction Phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	KYTC	KIPDA ID:	2508	State ID:	5-759.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	KY 146 Sidewalks in Eastern Jefferson County		Total Cost Programmed in TIP to date:	\$450,000 \$650,000	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2023	
Description:	Improve pedestrian connectivity along KY 146 from Saddlecreek Drive to the existing sidewalk near the Oldham County line.				
Purpose & Need:	Increase the availability and efficiency of person based multi-modal options. Improve connectivity for pedestrians by fixing the remaining sidewalk gap between I-265 in Jefferson County to Crestwood in Oldham County.				
FY 20-25 TIP Funding:	<del>FY 2020 Right of Way Phase with STBG-MPO funds: \$100,000 (Federal) + \$0 (Other) = \$100,000 (Total)</del>  <del>FY 2020 Utilities Phase with STBG-MPO funds: \$100,000 (Federal) + \$0 (Other) = \$100,000 (Total)</del>  FY 2020 Construction Phase with STBG-MPO funds: \$250,000 (Federal) + \$0 (Other) = \$250,000 (Total)				
TIP Action:	Modify TIP funding and update Open to Public (OTP) date				
Project Sponsor:	KYTC	KIPDA ID:	2563	State ID:	5-20024.00
County	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	KY 913		Total Cost Programmed in TIP to date:	\$750,000 \$440,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021 2022	
Description:	Address pavement condition of PCC pavement from Bluegrass Parkway to Ellingsworth Lane. MP 2.384 to MP 3.072.				
Purpose & Need:	Manage the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	<del>FY 2021 Design Phase with NHPP funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</del>  <del>FY 2022 Design Phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</del>  <del>FY 2021 Construction Phase with NHPP funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</del>  <del>FY 2022 Construction Phase with NHPP funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</del>				



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	KYTC	KIPDA ID:	2564	State ID:	5-20025.00
County	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	KY 1020		Total Cost Programmed in TIP to date:	\$750,000 <del>\$825,000</del>	
Funding Source:	Surface Transportation Block Grant (STBG)-State		Open to Public Date:	2022	
Description:	Address pavement condition of PCC pavement from Fairdale Road to Outer Loop. MP 2.669 to MP 3.661.				
Purpose & Need:	Manage the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2021 Design Phase with STBG-ST funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) <del>\$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</del>  FY 2021 Construction Phase with STBG-ST funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)				
TIP Action:	Modify TIP funding				
Project Sponsor:	KYTC	KIPDA ID:	2214	State ID:	5-536.00
County	Jefferson	Parent ID:	446	Group ID:	N/A
Project Name:	KY 1931		Total Cost Programmed in TIP to date:	\$21,640,000	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2027	
Description:	Widen KY 1931 (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles.  CHAF IP20080220.				
Purpose & Need:	The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.				
FY 20-25 TIP Funding:	FY 2021 Right of Way Phase with STBG-MPO funds: \$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)  <del>FY 2020 Right of Way Phase with STBG-MPO funds: \$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</del>  *FY 2025 Construction Phase with STBG-MPO funds: \$10,780,000 (Federal) + \$0 (Other) = \$10,780,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding and revise purpose & need				
Project Sponsor:	KYTC	KIPDA ID:	213	State ID:	5-531.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1932		Total Cost Programmed in TIP to date:	\$4,838,250 <del>\$4,758,250</del>	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2025	
Description:	<del>KYTC Highway Plan (June, 2018):</del> Improve the safety and congestion of KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles (2014BOP).  CHAF ID: IP20080223  Additional Considerations: From: MP 5.523 To: MP 6.590.				
Purpose & Need:	<del>CHAF Purpose:</del> The purpose of the Chenoweth Lane project - from the CSX railroad (just north of Shelbyville Road) to Brownsboro Road is to 1) Improve sight distance and safety for all users, 2) Improve drainage along the corridor and 3) Improve pedestrian safety and mobility.  <del>CHAF Need:</del> The needs stem from a higher than average crash rate in the southern section, pedestrian strike history, sight distance obstructions, obstructions in the clear zones, inadequate drainage in the corridor, substandard shoulders, and narrow (east side) and incomplete (west side) sidewalks that do not meet Americans with Disabilities Act of 1990 (ADA) compliance.				
FY 20-25 TIP Funding:	FY 2020 Design Phase with STBG-MPO funds: \$650,000 (Federal) + \$0 (Other) = \$650,000 (Total)  FY 2020 Right of Way Phase with STBG-MPO funds: \$896,000 (Federal) + \$47,250 (Other) = \$943,250 (Total)  FY 2021 Utilities Phase with STBG-MPO funds: \$705,000 (Federal) + \$0 (Other) = \$705,000 (Total)  <del>FY 2023 Utilities Phase with STBG-MPO funds: \$625,000 (Federal) + \$0 (Other) = \$625,000 (Total)</del>  *FY 2024 Construction Phase with STBG-MPO funds: \$1,940,000 (Federal) + \$0 (Other) = \$1,940,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding and Open to Public (OTP) date				
Project Sponsor:	KYTC	KIPDA ID:	2640	State ID:	5-20029.00
County	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	KY 1934		Total Cost Programmed in TIP to date:	\$4,125,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021 2023	
Description:	Address pavement condition of PCC pavement on KY 1934 from MP 4.444 to MP 9.742.				
Purpose & Need:	Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2021 Design Phase with NHPP funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)  FY 2022 Design Phase with NHPP funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)  FY 2021 Construction Phase with NHPP funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)  FY 2022 Construction Phase with NHPP funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)				
TIP Action:	Modify TIP funding and Open to Public (OTP) date				
Project Sponsor:	KYTC	KIPDA ID:	2569	State ID:	5-20031.00
County	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	KY 2052		Total Cost Programmed in TIP to date:	\$3,300,000	
Funding Source:	Surface Transportation Block Grant (STBG)-State		Open to Public Date:	2022	
Description:	Address pavement condition of PCC pavement on KY 2052 from MP 0.00 to MP 4.205.				
Purpose & Need:	Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2021 Design Phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)  FY 2022 Design Phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total)  FY 2021 Construction Phase with STBG-ST funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total)  FY 2022 Construction Phase with STBG-ST funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding and revise purpose & need				
Project Sponsor:	KYTC	KIPDA ID:	1271	State ID:	5-411.01
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 42		Total Cost Programmed in TIP to Date:	\$10,284,000	
Funding Source:	Surface Transportation Block Grant (STBG)-MPO		Open to Public Date:	2021	
Description:	<del>KYTC Highway Plan (June, 2018):</del> 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 ID: IP20080245.				
Purpose & Need:	<del>CHAF Purpose:</del> 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.  <del>CHAF Need:</del> 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 <b>crashes between Hunters Ridge and Ridgemoor Drive each year. The existing profile along this stretch of US 42 contains vertical geometric deficiencies for the posted speed of 45 MPH and has a critical crash rate factor greater than 1.0 (which indicates, statistically, a higher rate than roads of similar functional classifications).</b>				
FY 20-25 TIP Funding:	<b>FY 2021 Construction Phase with STBG-MPO funds:</b> <b>\$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)</b>  <del>FY 2020 Construction Phase with STBG-MPO funds:</del> <del>\$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1662	State ID:	5-529.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	A.B. Sawyer Shared Use Path		Total Cost Programmed in TIP to date:	\$2,944,167 <del>\$2,936,667</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.				
Purpose & Need:	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.				
FY 20-25 TIP Funding:	<div>FY 2021 Utilities Phase with STBG-MPO funds: \$30,000 (Federal) + \$7,500 (Other) = \$37,500 (Total)</div> <div>FY 2020 Utilities Phase with STBG-MPO funds: <del>\$30,000 (Federal) + \$0 (Other) = \$30,000 (Total)</del></div> <div>FY 2021 Construction Phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)</div> <div>FY 2020 Construction Phase with STBG-MPO funds: <del>\$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2239	State ID:	5-3212.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Cannons Lane		Total Cost Programmed in TIP to date:	\$975,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022 <del>2021</del>	
Description:	Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.				
Purpose & Need:	To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.				
FY 20-25 TIP Funding:	FY 2021 Utilities Phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)  <del>FY 2020 Utilities Phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</del>  FY 2021 Construction Phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	223	State ID:	5-404.01
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Cooper Chapel Road Phase 3		Total Cost Programmed in TIP to date:	\$28,517,603 <del>\$28,167,603</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2024 <del>2023</del>	
Description:	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.				
Purpose & Need:	The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E. The roadway construction will provide access to an area that recently received sanitary sewers and city water service.				
FY 20-25 TIP Funding:	<div>FY 2021 Utilities Phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</div> <div><del>FY 2020 Utilities Phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</del></div> <div>FY 2023 Construction Phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</div> <div><del>FY 2022 Construction Phase with STBG-MPO funds: \$16,000,000 (Federal) + \$3,650,000 (Other) = \$19,650,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	384	State ID:	5-479.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Hubbards Lane		Total Cost Programmed in TIP to date:	\$6,474,736 <del>\$6,349,461</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022	
Description:	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.				
Purpose & Need:	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
FY 20-25 TIP Funding:	FY 2020 Design Phase with STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)  FY 2020 Right of Way Phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)  FY 2021 Design Phase with STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)  FY 2021 Utilities Phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)  <del>FY 2020 Utilities Phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</del>  FY 2021 Construction Phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$2,900,000 (Federal) + \$659,100 (Other) = \$3,559,100 (Total)</del>				



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	224	State ID:	5-378.10
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65		Total Cost Programmed in TIP to date:	\$12,680,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2028	
Description:	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.				
Purpose & Need:	Improve interstate egress and movement at Jefferson Street increasing access to the medical center.				
FY 20-25 TIP Funding:	<div>FY 2020 Design Phase with STBG-MPO funds: \$820,000 (Federal) + \$185,000 (Other) = \$1,005,000 (Total)</div> <div>FY 2021 Utilities Phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</div> <div><del>FY 2020 Utilities Phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</del></div> <div>*FY 2025 Construction Phase with STBG-MPO funds: \$8,240,000 (Federal) + \$2,060,000 (Other) = \$2,500,000 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2539	State ID:	5-3034.00
County	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Louisville Loop Shared Use Path - McNeely Lake Park Segment		Total Cost Programmed in TIP to date:	\$3,106,275 <del>\$3,013,811</del>	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2023	
Description:	Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.				
Purpose & Need:	McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessibility from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities. The McNeely Lake Park segment of the Loop will provide better linkages for pedestrians, bicyclists and people with disabilities from nearby Wilt Elementary School and surrounding neighborhoods to the park, its recreational facilities and the existing path system. The proposed path will also provide non-motorized connectivity between neighborhoods on both the east and west sides of the park.				
FY 20-25 TIP Funding:	FY 2021 Design Phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)  <del>FY 2020 Design Phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del>  FY 2022 Construction Phase with TA-MPO funds: \$1,849,277 (Federal) + \$462,319 (Other) = \$2,311,596 (Total)  <del>FY 2021 Construction Phase with TA-MPO funds: \$1,849,277 (Federal) + \$369,855 (Other) = \$2,219,132 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2388	State ID:	5-758.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Main Street/Story Avenue Intersection		Total Cost Programmed in TIP to date:		\$4,582,899
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2023 2021
Description:	Intersection re-build at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east.				
Purpose & Need:	Project will enhance pedestrian and bicycle safety and mobility by signaling the intersection and eliminating free flow conditions.				
FY 20-25 TIP Funding:	<div>FY 2020 Design Phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</div> <div>FY 2021 Right of Way Phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</div> <div><del>FY 2020 Right of Way Phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</del></div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)</div> <div><del>FY 2021 Construction Phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2271	State ID:	5-3030.40
County	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 4		Total Cost Programmed in TIP to date:	\$1,875,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 2022	
Description:	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.				
Purpose & Need:	To improve pedestrian and bicycling access.				
FY 20-25 TIP Funding:	<div>FY 2021 Right of Way Phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</div> <div><del>FY 2020 Right of Way Phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del></div> <div>FY 2022 Utilities Phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</div> <div><del>FY 2020 Utilities Phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del></div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</div> <div><del>FY 2021 Construction Phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1109	State ID:	5-505.00
County	Jefferson	Parent ID:	2771	Group ID:	N/A
Project Name:	Ohio River Levee Trail - Phase III		Total Cost Programmed in TIP to date:	\$6,354,395	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 <del>2022</del>	
Description:	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.				
Purpose & Need:	Completing the ORLT will allow non-motorized travel from downtown Louisville to southwest Jefferson County. This project will complete the second phase of the ORLT by construction a 2.2 mile segment of the shared use path in west Jefferson County near the Ohio River and a rest area overlooking the Ohio River. When all phases of the trail are completed, it will link southwest and west Jefferson County to the RiverWalk Trail that runs from near Chickasaw Park to downtown Louisville and the trails from east to the downtown area. This project will provide a valuable link for non-motorized travel in the Louisville Metro area, connecting neighborhoods while providing access to commercial and opportunities.				
FY 20-25 TIP Funding:	FY 2022 Utilities Phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)  <del>FY 2021 Utilities Phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  FY 2022 Construction Phase with STBG-MPO funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)  <del>FY 2021 Construction Phase with STBG-MPO funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2623	State ID:	5-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 2	Total Cost Programmed in TIP to date:		\$4,765,875	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:		2025	
Description:	Construction of a 1.0 mile shared use path system along Algonquin Parkway between 41st Street and Beech Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>*FY 2025 Right of Way Phase with STBG-MPO funds: \$739,484 (Federal) + \$184,871 (Other) = \$924,355 (Total)</div> <div>FY 2020 Right of Way Phase with STBG-MPO funds: <del>\$739,484 (Federal) + \$184,871 (Other) = \$924,355 (Total)</del></div> <div>*FY 2025 Utilities Phase with STBG-MPO funds: \$73,216 (Federal) + \$18,304 (Other) = \$91,520 (Total)</div> <div>FY 2020 Utilities Phase with STBG-MPO funds: <del>\$73,216 (Federal) + \$18,304 (Other) = \$91,520 (Total)</del></div> <div>*FY 2025 Construction Phase with STBG-MPO funds: \$3,000,000 (Federal) + \$750,000 (Other) = \$3,750,000 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2624	State ID:	5-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 3	Total Cost Programmed in TIP to date:		\$2,427,994 <del>\$2,427,996</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2025
Description:	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>*FY 2025 Right of Way Phase with STBG-MPO funds: \$308,370 (Federal) + \$77,092 (Other) = \$385,462 (Total)</div> <div>FY 2020 Right of Way Phase with STBG-MPO funds: <del>\$308,370 (Federal) + \$77,093 (Other) = \$385,463 (Total)</del></div> <div>*FY 2025 Utilities Phase with STBG-MPO funds: \$34,026 (Federal) + \$8,506 (Other) = \$42,532 (Total))</div> <div>FY 2021 Utilities Phase with STBG-MPO funds: <del>\$34,026 (Federal) + \$8,507 (Other) = \$42,533 (Total)</del></div> <div>*FY 2025 Construction Phase with STBG-MPO funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2627	State ID:	N/A
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 6		Total Cost Programmed in TIP to date:		<del>\$1,557,859</del> \$1,567,004
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2023
Description:	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2022 Design Phase with STBG-MPO funds: \$402,435 (Federal) + \$100,609 (Other) = \$503,044 (Total)</div> <div><del>FY 2020 Design Phase with STBG-MPO funds: \$402,435 (Federal) + \$91,464 (Other) = \$493,899 (Total)</del></div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)</div>				
TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2628	State ID:	N/A
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 7		Total Cost Programmed in TIP to date:		<del>\$1,760,010</del> \$1,767,195
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		<del>2023</del> 2022
Description:	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2022 Design Phase with STBG-MPO funds: \$316,195 (Federal) + \$79,049 (Other) = \$395,244 (Total)</div> <div><del>FY 2020 Design Phase with STBG-MPO funds: \$316,195 (Federal) + \$71,864 (Other) = \$388,059 (Total)</del></div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</div>				



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2629	State ID:	N/A
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 8		Total Cost Programmed in TIP to date:	\$5,893,018 <del>\$5,765,204</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2022 Design Phase with STBG-MPO funds: \$119,119 (Federal) + \$148,899 (Other) = \$268,018 (Total)</div> <div>FY 2020 Design Phase with STBG-MPO funds: <del>\$119,119 (Federal) + \$21,085 (Other) = \$140,204 (Total)</del></div> <div>*FY 2025 Construction Phase with STBG-MPO funds: \$4,500,000 (Federal) + \$1,125,000 (Other) = \$5,625,000 (Total)</div>				
TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2630	State ID:	N/A
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 9		Total Cost Programmed in TIP to date:	\$2,690,314 <del>\$2,686,854</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>*FY 2025 Design Phase with STBG-MPO funds: \$152,251 (Federal) + \$38,063 (Other) = \$190,314 (Total)</div> <div>FY 2020 Design Phase with STBG-MPO funds: <del>\$152,251 (Federal) + \$34,603 (Other) = \$186,854 (Total)</del></div> <div>*FY 2025 Construction Phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	163	State ID:	5-91.02
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road		Total Cost Programmed in TIP to date:	\$28,587,500 \$24,270,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022 2021	
Description:	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles.				
Purpose & Need:	This project will improve access to downtown Louisville and the waterfront.				
FY 20-25 TIP Funding:	FY 2022 Construction Phase with STBG-MPO funds: \$17,270,000 (Federal) + \$4,317,500 (Other) = \$21,587,500 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$17,270,000 (Federal) + \$0 (Other) = \$17,270,000 (Total)</del>				
TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1423	State ID:	5-499.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Bicycle & Pedestrian Improvements		Total Cost Programmed in TIP to date:	\$5,358,625	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2035	
Description:	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.				
Purpose & Need:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 20-25 TIP Funding:	FY 2022 Design Phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  <del>FY 2020 Design Phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</del>  *FY 2025 Construction Phase with STBG-MPO funds: \$2,250,000 (Federal) + \$562,500 (Other) = \$2,812,500 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date, add state ID and modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1338	State ID:	5-512.00 <del>5-91.08</del>
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Extension		Total Cost Programmed in TIP to date:	\$11,449,000 <del>\$11,027,400</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025 2024	
Description:	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.				
Purpose & Need:	Project will extend roadway corridor.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: \$1,090,000 (Federal) + \$272,500 (Other) = \$1,362,500 (Total)</div> <div>FY 2020 Design phase with STBG-MPO funds: <del>\$550,000 (Federal) + \$123,750 (Other) = \$673,750 (Total)</del></div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$540,000 (Federal) + \$135,000 (Other) = \$675,000 (Total)</div> <div>FY 2020 Right of Way phase with STBG-MPO funds: <del>\$540,000 (Federal) + \$121,500 (Other) = \$661,500 (Total)</del></div> <div>FY 2020 Utilities phase with STBG-MPO funds: <del>\$540,000 (Federal) + \$121,500 (Other) = \$661,500 (Total)</del></div> <div>*FY 2024 Construction phase with STBG-MPO funds: \$7,000,000 (Federal) + \$1,750,000 (Other) = \$8,750,000 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: <del>\$7,000,000 (Federal) + \$1,600,000 (Other) = \$8,600,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

November 17, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2540	State ID:	5-3217.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Multi-Modal Improvements - 3rd Street to 7th Street		Total Cost Programmed in TIP to date:		\$2,104,635
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:		2022
Description:	Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.				
Purpose & Need:	Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.				
FY 20-25 TIP Funding:	FY 2020 Design Phase with TA-MPO funds: \$135,000 (Federal) + \$33,750 (Other) = \$168,750 (Total)  FY 2021 Construction Phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)  <del>FY 2020 Construction Phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2594	State ID:	N/A
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Stony Brook Drive Sidewalk Connector		Total Cost Programmed in TIP to date:	\$451,500 <del>\$451,000</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2024	
Description:	Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.				
Purpose & Need:	Complete pedestrian connectivity. The project will provide a newly formed pedestrian connector from one major arterial (Bardstown Road) to another major arterial (Taylorsville Road). Louisville Metro has recently filled in some of the smaller gaps along Stony Brook Drive with new sidewalk connections throughout this major residential area.				
FY 20-25 TIP Funding:	FY 2021 Right of Way with STBG-MPO funds: \$22,000 (Federal) + \$5,500 (Other) = \$27,500 (Total)  <del>FY 2020 Right of Way Phase with STBG-MPO funds: \$22,000 (Federal) + \$5,000 (Other) = \$27,000 (Total)</del>  FY 2022 Construction Phase with STBG-MPO funds: \$300,000 (Federal) + \$70,000 (Other) = \$370,000 (Total)				
TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Middletown	KIPDA ID:	2228	State ID:	5-3221.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Bliss Avenue		Total Cost Programmed in TIP to date:	\$180,157	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2021 <del>2020</del>	
Description:	Construct sidewalk on Bliss Avenue from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.				
Purpose & Need:	Provide connectivity between Shelbyville Road and Wetherby Avenue.				
FY 20-25 TIP Funding:	FY 2021 Construction Phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)  <del>FY 2020 Construction Phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Middletown	KIPDA ID:	2229	State ID:	5-3222.20
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Wetherby Avenue		Total Cost Programmed in TIP to date:	\$475,580 <del>\$473,580</del>	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2021 <del>2020</del>	
Description:	Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.				
Purpose & Need:	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.				
FY 20-25 TIP Funding:	FY 2021 Construction Phase with TA-MPO funds: \$387,475 (Federal) + \$88,105 (Other) = \$475,580 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$387,475 (Federal) + \$86,105 (Other) = \$473,580 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Mount Washington	KIPDA ID:	2479	State ID:	5-3216.00
County	Bullitt	Parent ID:	N/A	Group ID:	2673
Project Name:	Historic Memorial Multi-Use Trail		Total Cost Programmed in TIP to date:	\$2,649,501	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO, Transportation Alternatives (TA) - MPO		Open to Public Date:	2022 2021	
Description:	Construct multi-use path and pedestrian walkway along segment C of the Historic Memorial Multi-Use Trail including a Rest Plaza at Landis Lane and US 31 EX. In addition, improve safety along the segment by reducing drainage hazards and installing a signal at Landis Lane.				
Purpose & Need:	To improve bicycle and pedestrian transportation within Mount Washington including safety elements. These facilities will be accompanied by a new signal on the north end of the project at Landis Lane in order to safely get pedestrian traffic from the east sidewalk to the west multi-use path and the connecting rest plaza and other trails.				
FY 20-25 TIP Funding:	<div>FY 2021 Design Phase with STBG-MPO funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</div> <div><del>FY 2020 Design Phase with STBG-MPO funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</del></div> <div>FY 2021 Right of Way Phase with STBG-MPO funds: \$12,000 (Federal) + \$3,000 (Other) = \$15,000 (Total)</div> <div><del>FY 2020 Right of Way Phase with STBG-MPO funds: \$12,000 (Federal) + \$3,000 (Other) = \$15,000 (Total)</del></div> <div>FY 2021 Right of Way Phase with TA-MPO funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</div> <div><del>FY 2020 Right of Way Phase with TA-MPO funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</del></div> <div>FY 2022 Construction Phase with TA-MPO funds: \$589,787 (Federal) + \$147,447 (Other) = \$737,234 (Total)</div> <div><del>FY 2021 Construction Phase with TA-MPO funds: \$589,787 (Federal) + \$147,447 (Other) = \$737,234 (Total)</del></div> <div>FY 2022 Construction Phase with STBG-MPO funds: \$812,213 (Federal) + \$203,054 (Other) = \$1,015,267 (Total)</div> <div><del>FY 2021 Construction Phase with TA-MPO funds: \$812,213 (Federal) + \$203,054 (Other) = \$1,015,267 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	New Albany	KIPDA ID:	2392	State ID:	1700730
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	East Main Street		Total Cost Programmed in TIP to date:	\$3,085,306 <del>\$3,057,412</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	<p>This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor extending from the recently completed project on East Main from Vincennes Street to East 5th Street in 2014 and connect to the improvements completed by INDOT on West Main Street from State Street to Corydon Pike in 2015. Like the preceding East Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include:</p> <ul style="list-style-type: none"><li>• Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming).</li><li>• New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists.</li><li>• Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming.</li><li>• Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds.</li><li>• Installation of ADA compliant curb ramps at all intersections/crosswalks.</li><li>• Installation of street lighting to improve pedestrian visibility and motorist awareness.</li></ul> <p>These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.</p>				



## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

<b>Purpose &amp; Need:</b>	<p>The Project includes design and construction of a 1,600+/-' length, 52' wide section of E. Main Street between State Street and E. 5th Street. Currently, this portion of the E. Main Street corridor has extensive deteriorated sidewalks and a poor pavement rating. It's worn out and dysfunctional. It lies in the Mansion Row National Register District and connects the residential portion of this unique Historic District to the Downtown and the north-south Major Arterial, State Street. In fact, the Project ends at the E. Main and State Street intersection where the Founding Father's historic Scribner House Museum and the City's new YMCA-Aquatic Center are located. E. Main Street is a former State Highway (actually Highways 62 and 111) which was relinquished by INDOT to the City in 2010. The proposed improvements for the E Main Street project were listed as a component of the relinquishment agreement between the City and InDot. The proposed project will connect to two recently completed Main Street corridor improvement projects. The segment to the east of the proposed project area from E 5th Street to Vincennes Street was reconstructed in 2014 and included sidewalks, curbs replacement, a new median, improved pavement surface , bicycle improvements, traffic calming measures and lighting/landscaping. The segment of Main Street to the west, from State Street to Corydon Pike is under InDot's jurisdiction and was improved in 2015. That improvement included base patching, full width HMA overlay, curb ramp improvements and re-striping including provision for bike lanes. The proposed project segment lies in a HUD-designated lower income area and is also identified as a KIPDA Title VI - Environmental Justice Area and listed as a KIPDA Bicycle &amp; Pedestrian Priority Corridor. Several years ago, the City reconstructed the portion of E. Main street between Vincennes Street and East Street using local/state funding. Based upon the pavement inventory that was completed in 2016 in conjunction with the Community Crossings Grant Application, the PASER ratings of the E. Main Street segments between State Street and E. 5th Street range from 4-5, which correlates to a "fair" to "poor" condition that requires structural improvements for correction. The condition rating is based upon wheel path, edge and block cracking throughout the corridor. A feasibility study completed in 2013 summarized an inspection of all existing sidewalk/curb ramps and indicated that the majority of the sidewalk in the corridor was "deteriorated" or "severely deteriorated" and required replacement to provide for safe passage of pedestrian traffic and comply with ADA requirements. This is a compelling, highly used and visible segment that needs reconstruction due to the deteriorated roadway and sidewalks and to make it more attractive to motorists, pedestrians and bicyclists.</p>
<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Preliminary Engineering Phase with STBG-MPO funds: \$46,450 (Federal) + \$11,613 (Other) = \$58,063 (Total)</p> <p style="color: red;">FY 2021 Preliminary Engineering Phase with STBG-MPO funds: \$22,314 (Federal) + \$5,579 (Other) = \$27,893 (Total)</p> <p>FY 2022 Construction Phase with STBG-MPO funds: \$2,225,880 (Federal) + \$556,470 (Other) = \$2,782,350 (Total)</p>

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Modify TIP funding				
Project Sponsor:	New Albany	KIPDA ID:	309	State ID:	0710808, 2001111
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Mount Tabor Road		Total Cost Programmed in TIP to date:	\$13,153,872 \$13,091,519	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.  Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.				
Purpose & Need:	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Rd, and add audible pedestrian signals.				
FY 20-25 TIP Funding:	FY 2020 Right of Way Phase with STBG-MPO funds: \$186,931 (Federal) + \$46,733 (Other) = \$233,664 (Total)  FY 2020 Construction Phase with STBG-MPO funds: \$388,352 (Federal) + \$97,088 (Other) = \$485,440 (Total)  FY 2021 Preliminary Engineering Phase with STBG-MPO funds: \$49,882 (Federal) + \$12,471 (Other) = \$62,353 (Total)  *FY 2024 Utilities Phase with STBG-MPO funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total)  *FY 2025 Construction Phase with STBG-MPO funds: \$3,672,000 (Federal) + \$918,000 (Other) = \$4,590,000 (Total)				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	1808	State ID:	5-754.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Buckner Connector		Total Cost Programmed in TIP to date:	\$4,495,631 <del>\$4,442,631</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 <del>2021</del>	
Description:	The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.				
Purpose & Need:	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.				
FY 20-25 TIP Funding:	<div>FY 2020 Design Phase with STBG-MPO funds: \$39,000 (Federal) + \$0 (Other) = \$39,000 (Total)</div> <div>FY 2021 Right of Way Phase with STBG-MPO funds: \$95,750 (Federal) + \$23,938 (Other) = \$119,688 (Total)</div> <div><del>FY 2020 Right of Way Phase with STBG-MPO funds: \$42,750 (Federal) + \$10,688 (Other) = \$53,438 (Total)</del></div> <div>FY 2021 Utilities Phase with STBG-MPO funds: \$308,646 (Federal) + \$77,162 (Other) = \$385,808 (Total)</div> <div><del>FY 2020 Utilities Phase with STBG-MPO funds: \$308,646 (Federal) + \$77,162 (Other) = \$385,808 (Total)</del></div> <div>FY 2021 Construction Phase with STBG-MPO funds: \$2,300,000 (Federal) + \$575,000 (Other) = \$2,875,000 (Total)</div> <div><del>FY 2020 Construction Phase with STBG-MPO funds: \$2,300,000 (Federal) + \$575,000 (Other) = \$2,875,000 (Total)</del></div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

November 24, 2020

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	1877	State ID:	5-542.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 329		Total Cost Programmed in TIP to date:	\$3,541,250 <del>\$3,464,375</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 <del>2022</del>	
Description:	Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.				
Purpose & Need:	The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.				
FY 20-25 TIP Funding:	FY 2020 Design Phase with STBG-MPO funds: \$20,000 (Federal) + \$0 Other) = \$20,000 (Total)  FY 2020 Utilities Phase with STBG-MPO funds: \$276,000 (Federal) + \$69,000 (Other) = \$345,000 (Total) <del>\$337,500 (Federal) + \$84,375 (Other) = \$421,875 (Total)</del>  FY 2021 Utilities Phase with STBG-MPO funds: \$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)  FY 2022 Construction Phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)  <del>FY 2021 Construction Phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	321	State ID:	5-434.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	LaGrange Underpass West of LaGrange		Total Cost Programmed in TIP to date:	\$24,078,750 <del>\$21,578,750</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
Purpose & Need:	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
FY 20-25 TIP Funding:	FY 2021 Utilities Phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)  <del>FY 2020 Utilities Phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</del>  FY 2023 Construction Phase with STBG-MPO funds: \$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)  <del>FY 2022 Construction Phase with STBG-MPO funds: \$10,000,000 (Federal) + \$0 (Other) = \$10,000,000 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	Oldham County	KIPDA ID:	2236	State ID:	5-757.00
County	Oldham	Parent ID:	N/A	Group ID:	2673
Project Name:	Spring Hill Trace Sidewalk		Total Cost Programmed in TIP to date:	\$1,003,086 <del>\$990,086</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022 <del>2020</del>	
Description:	Construct sidewalks along both sides of Spring Hill Trace within existing right-of-way from KY 329 to the existing bridge between Spring Hill subdivision and Brentwood subdivision (approximately 240’ beyond the intersection of Spring Hill Trace and Spring Hill Court).				
Purpose & Need:	To provide safer access throughout the neighborhood.				
FY 20-25 TIP Funding:	<div>FY 2021 Utilities Phase with STBG-MPO funds: \$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total)</div> <div>FY 2020 Utilities Phase with STBG-MPO funds: \$75,000 (Federal) + \$16,875 (Other) = \$91,875 (Total)</div> <div>FY 2021 Construction Phase with STBG-MPO funds: \$445,000 (Federal) + \$111,250 (Other) = \$556,250 (Total)</div> <div>FY 2020 Construction Phase with STBG-MPO funds: \$445,000 (Federal) + \$100,125 (Other) = \$545,125 (Total)</div>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

<b>TIP Action:</b>	Update open to public (OTP) date and modify TIP funding				
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	2834	<b>State ID:</b>	N/A
<b>County</b>	Bullitt, Jefferson, Oldham	<b>Parent ID:</b>	585	<b>Group ID:</b>	N/A
<b>Project Name:</b>	TARC Critical Fleet Replacement Program		<b>Total Cost Programmed in TIP to date:</b>	\$21,593,745	
<b>Funding Source:</b>	Grants for Buses and Bus Facilities Formula Program (Section 5339)		<b>Open to Public Date:</b>	2021 2020	
<b>Description:</b>	Replacement of 45 of TARC's oldest buses, which will reduce reliance on vehicles that are beyond their intended service life. The project will significantly improve the condition and reliability of TARC's fixed route fleet.				
<b>Purpose &amp; Need:</b>	This project addresses an unmet need for capital investment in bus vehicles by replacing 45 of TARC’s oldest buses, which have frequent breakdowns and excessive repair costs. It will lower the average age of vehicles in the fleet and reduce the cost of maintaining outdated vehicles, improve reliability, safety, and fuel-efficiency. This project addresses a periodic need that cannot reasonably be funded from FTA formula program allocations and State or local resources.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Transit Capital Phase with Section 5339 funds: \$17,274,996 (Federal) + \$4,318,749 (Other) = \$21,593,745 (Total)  <del>FY 2020 Transit Capital Phase with STBG-MPO funds: \$17,274,996 (Federal) + \$4,318,749 (Other) = \$21,593,745 (Total)</del>				
<b>TIP Action:</b>	Update open to public (OTP) date and modify TIP funding				
<b>Project Sponsor:</b>	University of Louisville	<b>KIPDA ID:</b>	2225	<b>State ID:</b>	5-3218.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2673
<b>Project Name:</b>	University of Louisville Pedestrian Improvements		<b>Total Cost Programmed in TIP to date:</b>	\$449,088	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2022 2021	
<b>Description:</b>	Install or retrofit 400 or more lighting fixtures throughout campus including the “L Trail”, Humanities Building and other campus sidewalk locations.				
<b>Purpose &amp; Need:</b>	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.				
<b>FY 20-25 TIP Funding:</b>	FY 2021 Construction Phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</del>				

## Administrative Modification 10

### FY 2020 - FY 2025 Transportation Improvement Program

**November 24, 2020**

TIP Action:	Update open to public (OTP) date and modify TIP funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2585	State ID:	5-3220.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	University of Louisville Pedestrian Improvements		Total Cost Programmed in TIP to date:	\$437,500	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022 <del>2021</del>	
Description:	Install or upgrade ADA accessible curb cuts/ramps throughout Belknap Campus.				
Purpose & Need:	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.				
FY 20-25 TIP Funding:	FY 2021 Construction Phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)  <del>FY 2020 Construction Phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del>				