



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

**Kentucky Division**

January 5, 2021

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In Reply Refer To:  
HDA-KY

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

Dear Mr. Haley:

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

Amendment 2 to the 2020-2025 Transportation Improvement Program (TIP) and  
Amendment 2 to the 2040 Metropolitan Transportation Plan (MTP) for the  
Louisville Area Metropolitan Planning Organization (MPO)  
(MPO approval date November 24, 2020)

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

We found that these documents meet the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

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

Mr. Haley  
Page 2

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these amendments conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

Todd Jeter  
Division Administrator

cc: Aviance Webb, FTA-R4  
Erica Tait, FHWA-IN  
Jane Spann, EPA-R4  
Melissa Duff, KEEC-DAQ  
Keith Talley Sr., Louisville Metro APCD  
Carrie Butler, TARC  
Ron Rigney, KYTC-Program Management  
Mikael Pelfrey, KYTC-Planning  
Amanda Spencer, LOU MPO



**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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**A Resolution of the**  
**Kentuckiana Regional Planning and Development Agency**  
**Transportation Policy Committee adopting Amendment #2**  
**of the *Connecting Kentuckiana 2040 Metropolitan***  
***Transportation Plan***

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

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

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

**Whereas**, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2040*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

**Be it further resolved**, that the KIPDA staff is authorized to transmit Amendment #2 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

**Adopted** by the KIPDA Transportation Policy Committee on the 24<sup>th</sup> day of November 2020.



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Mayor J. Byron Chapman, Chair  
Transportation Policy Committee



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Amanda Spencer  
KIPDA Transportation Division Director



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #2  
of the *FY 2020 - FY 2025 Transportation Improvement  
Program***

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

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

**Whereas**, *the FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is a subset of *Connecting Kentuckiana 2040, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan*, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

**Whereas**, *the FY2020 -FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non-- dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2019 - 2022 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2020 - 2024 STIP, respectively, and will become part of the end of fiscal year "fiscal constraint" recalculations; and,

**Now, therefore be it resolved**, by the Transportation Policy Committee of KIPDA that this amendment of the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the November 24, 2020 meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

**Whereas**, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

**Whereas**, *Connecting Kentuckiana 2040*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

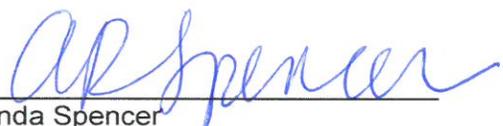
**Now, therefore let it be resolved**, that the KIPDA Transportation Policy Committee adopts Amendment #2 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

**Let it be further resolved** that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2040* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

**Adopted** by the KIPDA Transportation Policy Committee on the 24<sup>th</sup> day of November 2020.



Mayor J. Byron Chapman, Chair  
Transportation Policy Committee



Amanda Spencer  
KIPDA Transportation Division Director

# KIPDA's 2020 Amendment Schedules

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

### Why are there amendments to the MTP & TIP?

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

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

### Amendment 1

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

### Amendment 2 (Updated 9.28.2020)

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

### Key Steps and Timing

March 23 - April 13	Sponsors submit new projects and changes to existing projects	May 15 - August 31
April 14 - 28	KIPDA staff reviews projects	September 1 - 28
April 29 - June 5	Air quality conformity activities	September 28 - October 23
June 12 - 26	Public comment period	October 24 - November 7
July 8 and 23	Committee Consideration	November 11 & 24
July 24 - September 7	Federal Review	November 5 - December 18

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

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

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

### Additional Information



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

### Kentucky Member Counties

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan 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). The public comment period begins on October 24th and ends on November 7th, 2020.

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is financially reasonable and the 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

Please review the proposed changes and submit comments by:

- Visiting <http://kipdatransportation.org/amendment2/> and click on the *Amendment 2 Map* link
- Emailing your comments to [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mailing your comments to us at
  - o TIP & MTP Amendment, KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299
- Asking questions or providing 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/>

Clark

Floyd

### 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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**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>\$6,492,000</del>	
			<b>Total Cost Programmed in TIP to Date:</b>	<del>\$5,492,000</del>	<del>\$6,492,000</del>
<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**

<b>TIP Action:</b>	None				
<b>MTP Action:</b>	Remove project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model		
<b>Project Sponsor:</b>	Bullitt County	<b>KIPDA ID:</b>	2765	<b>State ID:</b>	N/A
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I- 65 Barrier Wall MP 116 to MP 118	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$4,800,000	
		<b>Total Cost Programmed in TIP to Date:</b>		N/A	
<b>Funding Source:</b>	N/A	<b>Open to Public Date:</b>		2026	
<b>Description:</b>	Sound barrier wall on I-65 from MP 116 to MP 118 post northbound side.				
<b>Purpose &amp; Need:</b>	To provide relief of interstate noise to residents that bound the northbound lanes of I-65 from MP 116 to MP 118.				
<b>FY 20-25 TIP Funding:</b>	None				
<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Project will be added to 2030, 2035, and 2040 scenarios. Note: This project replaces KIPDA IDs 493 and 1926 in the analysis.		
<b>Project Sponsor:</b>	Bullitt County	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	TBD
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 44	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$43,300,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$1,000,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>		2030	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	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>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.</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)				

**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>	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>		<del>\$3,000,000</del> \$15,750,000	
<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: 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.</del></p> <p><del>CHAF Need: 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.</del></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>				

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

<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>	<p><del>KYTC Highway Plan (June, 2018)</del>- Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N).</p> <p>CHAF: TBD.</p>				
<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: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</del></p> <p><del>*FY 2025 Construction phase with NHPP funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</del></p> <p><del>FY 2021 Construction phase with STBG-ST funds: \$7,800,000 (Federal) + \$10,800,000 (Other) = \$18,600,000 (Total)</del></p> <p><del>FY 2021 Construction phase with NHPP funds: \$11,400,000 (Federal) + \$0 (Other) = \$11,400,000 (Total)</del></p>				

**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 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)				

**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>	Add project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	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.		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-552.00
<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>		\$64,000,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$5,600,000	
<b>Funding Source:</b>	National Highway Performance Program (NHPP)		<b>Open to Public Date:</b>	2029	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Design phase with the following NHPP funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (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				
<b>MTP Action:</b>	Remove project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Remove from 2035 and 2040 scenarios		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	493	<b>State ID:</b>	5-347.5
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 44	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$7,860,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$7,860,000	
<b>Funding Source:</b>	State	<b>Open to Public Date:</b>		2032	
<b>Description:</b>	CHAF: Mt. Washington-Taylorsville Road; Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles (04CCN).				
<b>Purpose &amp; Need:</b>	<p>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).</p> <p>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 42 single vehicle collisions. 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 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.</p>				
<b>FY 20-25 TIP Funding:</b>	FY 2020 Construction phase with the following State funds: \$0 (Federal) + \$4,680,000 (Other) = \$4,680,000 (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				
<b>MTP Action:</b>	Remove project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Remove from 2030, 2035, and 2040 scenarios		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	1926	<b>State ID:</b>	5-347.56
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 44	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$11,719,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$8,760,000	
<b>Funding Source:</b>	State	<b>Open to Public Date:</b>		2028	
<b>Description:</b>	<p>CHAF: KY 44 Section 2 from Parkland Trail/Winning Colors Drive eastward to Kings Church Road (KY 1319). (2008BOPC) CHAF ID: IP20150246.</p> <p>Additional Considerations: Add center turn lane.</p>				
<b>Purpose &amp; Need:</b>	<p><del>CHAF Purpose:</del> Improve capacity, relieve congestion, and improve safety along KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road).</p> <p><del>CHAF Need:</del> 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.</p>				
<b>FY 20-25 TIP Funding:</b>	None				

**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>	Add project				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Change KY 44 to a 5-lane section from Bogard Lane to Armstrong Lane in the 2030, 2035, and 2040 scenarios		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-80103.00
<b>County</b>	Bullitt	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 44	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$28,200,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$28,200,000	
<b>Funding Source:</b>	State	<b>Open to Public Date:</b>		2027	
<b>Description:</b>	Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	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)				

**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>	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)				

**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>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	2371	<b>State ID:</b>	5-808.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1633	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 155	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$2,730,000	
		<b>Total Cost Programmed in TIP to date:</b>		\$2,730,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State		<b>Open to Public Date:</b>	2024 2021	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	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)				

**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>	Non-Exempt	<b>Model Impact:</b>	No changes to model. Changes are limited to changes in funding		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	147	<b>State ID:</b>	5-234.00
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 393	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		<del>\$11,990,000</del>	
		<b>Total Cost Programmed in TIP to Date:</b>		<del>\$24,220,000</del>	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State		<b>Open to Public Date:</b>	2022	
<b>Description:</b>	<p>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).</p> <p>IP20160227.</p>				
<b>Purpose &amp; Need:</b>	<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>				
<b>FY 20-25 TIP Funding:</b>	<p><b>FY 2021 Construction phase with the following STBG-ST funds:</b>  <b>\$9,976,000 (Federal) + \$2,492,000 (Other) = \$12,470,000 (Total)</b></p>				

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

<b>TIP Action:</b>	Modify TIP funding and revise description				
<b>MTP Action:</b>	Update estimated cost and revise description				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No changes to model. The revised description has no impact on the model.		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	1819	<b>State ID:</b>	5-8203.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	257	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$7,840,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$7,840,000	
<b>Funding Source:</b>	State	<b>Open to Public Date:</b>		2025	
<b>Description:</b>	<p style="color: red;">Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)</p> <p><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></p>				
<b>Purpose &amp; Need:</b>	<p style="color: red;">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.</p> <p><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></p>				
<b>FY 20-25 TIP Funding:</b>	<p style="color: red;">FY 2022 Construction phase with the following State funds:  \$0 (Federal) + \$3,280,000 (Other) = \$3,280,000 (Total)</p> <p><del>*FY 2024 Construction phase with the following State funds:-  \$0 (Federal) + \$2,700,000 (Other) = \$2,700,000 (Total)</del></p>				

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

<b>TIP Action:</b>	N/A				
<b>MTP Action:</b>	Modify open to public date				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Remove from 2020 scenario		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	257	<b>State ID:</b>	5-8203.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		<del>\$2,700,000</del>	
		<b>Total Cost Programmed in TIP to Date:</b>		<del>\$7,260,000</del>	
<b>Funding Source:</b>	State	<b>Open to Public Date:</b>		2025 2020	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	<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>				
<b>FY 20-25 TIP Funding:</b>	None				

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

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

<b>TIP Action:</b>	Modify TIP funding, revise description and update open to public (OTP) date				
<b>MTP Action:</b>	Revise description and update open to public (OTP) date				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Remove project from 2025 scenario		
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	2598	<b>State ID:</b>	5-8952.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 60	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$2,200,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$2,200,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State		<b>Open to Public Date:</b>	2029 2024	
<b>Description:</b>	Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN) ( <del>Locals will do design for \$330,000.</del> )				
<b>Purpose &amp; Need:</b>	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%.				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Design phase with the following STBG-ST funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</del></p> <p><del>FY 2023 Right of Way phase with the following STBG-ST funds: \$328,000 (Federal) + \$82,000 (Other) = \$410,000 (Total)</del></p> <p><del>*FY 2024 Utilities phase with the following STBG-MPO funds: \$368,000 (Federal) + \$92,000 (Other) = \$460,000 (Total)</del></p> <p><del>FY 2020 Design phase with the following State funds:- \$0 (Federal) + \$330,000 (Other) = \$330,000 (Total)</del></p> <p><del>FY 2020 Right of Way phase with the following State funds:- \$0 (Federal) + \$410,000 (Other) = \$410,000 (Total)</del></p> <p><del>FY 2020 Utilities phase with the following State funds:- \$0 (Federal) + \$460,000 (Other) = \$460,000 (Total)</del></p> <p><del>FY 2021 Construction phase with the following State funds:- \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</del></p>				

**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>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1353	<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>	Baxter/Bardstown Premium Transportation Corridor - Section 1		<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>	\$11,600,000	
			<b>Total Cost Programmed in TIP to Date:</b>	\$2,750,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2030	
<b>Description:</b>	<p>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.</p>				
<b>Purpose &amp; Need:</b>	<p>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.</p>				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Construction phase with the following STBG-MPO funds:  <b>\$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</b></p>				

**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>	Add project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	NEW	<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>	Blanton Lane Sidewalk		<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>	\$1,417,500	
			<b>Total Cost Programmed in TIP to Date:</b>	\$1,417,500	
<b>Funding Source:</b>	Transportation Alternatives (TA) - MPO		<b>Open to Public Date:</b>	2025	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	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**

<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	NEW	<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>	Gagel Avenue Sidewalk	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$1,765,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$1,765,000	
<b>Funding Source:</b>	Transportation Alternatives (TA) - MPO		<b>Open to Public Date:</b>	2025	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	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**

<b>TIP Action:</b>	None				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	NEW	<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>	Louisville CBD Streetlight Rehabilitation	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$1,250,000	
		<b>Total Cost Programmed in TIP to Date:</b>		N/A	
<b>Funding Source:</b>	TBD	<b>Open to Public Date:</b>		2022	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.				
<b>FY 20-25 TIP Funding:</b>	N/A				
<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	None				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2622	<b>State ID:</b>	5-3709.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 1	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		N/A	
		<b>Total Cost Programmed in TIP to Date:</b>		\$2,750,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>		2023	
<b>Description:</b>	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
<b>Purpose &amp; Need:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 20-25 TIP Funding:</b>	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**

<b>TIP Action:</b>	Update open to public (OTP) date and modify TIP funding				
<b>MTP Action:</b>	Update open to public (OTP) date				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	Remove project from 2020 scenario		
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	1809	<b>State ID:</b>	5-470.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	One-Way Street Conversion to Two-Way Phase 1	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$4,390,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$4,390,000	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2021 2020	
<b>Description:</b>	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).				
<b>Purpose &amp; Need:</b>	<p>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.</p> <p>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.</p>				
<b>FY 20-25 TIP Funding:</b>	<p><del>FY 2021 Construction phase with the following STBG-MPO funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</del></p> <p>FY 2020 Construction phase with the following STBG-MPO funds:- \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</p>				

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

<b>TIP Action:</b>	Change project sponsor, update open to public (OTP) date and add TIP funding				
<b>MTP Action:</b>	Change project sponsor and update open to public (OTP) date				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Oldham County KYTC	<b>KIPDA ID:</b>	414	<b>State ID:</b>	TBD
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 22	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$12,140,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$281,250 \$0	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2030 2028	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	<p>The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329.</p> <p>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.</p>				
<b>FY 20-25 TIP Funding:</b>	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**

<b>TIP Action:</b>	Remove project from the first four years of the FY 2020 - 2025 TIP, modify TIP funding and update open to public (OTP) date				
<b>MTP Action:</b>	Update open to public (OTP) date				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2615	<b>State ID:</b>	TBD
<b>County</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Kenwood Road	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$3,279,688	
		<b>Total Cost Programmed in TIP to Date:</b>		\$406,250 \$3,279,688	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	2030 2026	
<b>Description:</b>	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.				
<b>Purpose &amp; Need:</b>	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.				
<b>FY 20-25 TIP Funding:</b>	<p><b>*FY 2024 Design phase with the following STBG-MPO funds:</b>  <b>\$325,000 (Federal) + \$81,250 (Other) = \$406,250 (Total)</b></p> <p>FY 2020 Design phase with the following Local funds:-  \$0 (Federal) + \$468,750 (Other) = \$468,750 (Total)</p> <p>FY 2021 Right of Way phase with the following Local funds:-  \$0 (Federal) + \$143,750 (Other) = \$143,750 (Total)</p> <p>FY 2022 Utilities phase with the following Local funds:-  \$0 (Federal) + \$664,063 (Other) = \$664,063 (Total)</p> <p>FY 2023 Construction phase with the following Local funds:-  \$0 (Federal) + \$2,003,125 (Other) = \$2,003,125 (Total)</p>				

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

<b>TIP Action:</b>	Revise project name, update open to public (OTP) date, revise description and add new TIP funding				
<b>MTP Action:</b>	Revise project name, update total estimated cost, update open to public (OTP) date and revise description				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No changes to model		
<b>Project Sponsor:</b>	University of Louisville	<b>KIPDA ID:</b>	2150	<b>State ID:</b>	5-8805.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	<b>Campus Improvements</b> Floyd Street Roundabout, Cardinal Boulevard, Brandies Arthur Street Intersection and Other Belknap Campus Improvements		<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>	<b>\$27,037,500</b>	
			<b>Total Cost Programmed in TIP to Date:</b>	<b>\$14,687,500</b>	
<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO		<b>Open to Public Date:</b>	<b>2022</b> <b>2021</b>	
<b>Description:</b>	<p>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.</p> <p>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).</p> <p>CHAF-IP20160278.</p>				
<b>Purpose &amp; Need:</b>	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
<b>FY 20-25 TIP Funding:</b>	<p>FY 2021 Design phase with the following STBG-MPO funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)</p> <p>FY 2022 Utilities phase with the following STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>FY 2022 Construction phase with the following STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p>				

\* 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

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

<b>TRANSIT (CONTINUED)</b>				
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
<b>HEADWAY TIME</b>				
MPO	<b><u>T5</u></b> 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
<b>PARK AND RIDE LOTS AND RIDESHARE</b>				
MPO	<b><u>T6</u></b> 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	<b><u>T7</u></b> (a) Number of Park and Ride lots with pedestrian access	24	Park and Ride lots have pedestrian access	Increase by 20% by 2040 to 29 lots
	(b) Number of Park and Ride lots with dedicated bicycle access	3	Park and Ride lots have dedicated bicycle access	Increase by 10% by 2040 to 4 lots
MPO	<b><u>T8</u></b> 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
<b>TARC FACILITIES</b>				
FTA	<b><u>T9</u></b> Transit Facilities	<b>11%</b>	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

## ***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

<b>Class</b>	<b>Performance Target</b>
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 (NOx). 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 NOx. The emission estimates for VOCs and NOx 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**

<b>SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA</b> (in 1000's of vmt/day)			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2020</b>	<b>7346</b>	<b>25934</b>	<b>33280</b>
<b>2025</b>	<b>7888</b>	<b>27299</b>	<b>35187</b>
<b>2030</b>	<b>8427</b>	<b>28715</b>	<b>37142</b>
<b>2035</b>	<b>8962</b>	<b>30052</b>	<b>39014</b>
<b>2040</b>	<b>9442</b>	<b>31183</b>	<b>40625</b>

**TABLE 2**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)</b>				
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2020</b>	<b>Regional</b>	<b>13054</b>	<b>25586</b>	<b>YES</b>
<b>2025</b>		<b>8845</b>	<b>16368</b>	<b>YES</b>
<b>2030</b>		<b>5912</b>	<b>10852</b>	<b>YES</b>
<b>2035</b>		<b>4739</b>	<b>8680</b>	<b>YES</b>
<b>2040</b>		<b>4503</b>	<b>8351</b>	<b>YES</b>

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.

**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 Snyder 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

**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 )**

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.