

TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, August 26, 2021

**KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299**

Please review the following notes:

- TPC members and the public may attend the meeting at 11520 Commonwealth Drive, Louisville KY.
- TPC members and the public may participate, observe, and comment online.
- All TPC members will be provided a unique web-link to the Zoom (video conference) in advance of the meeting should they wish to participate online.
- The public may review the meeting materials and find the web-link to the video meeting at:
<https://www.kipda.org/committees-and-councils/transportation-policy-committee/meeting-information/>
- There will be a public comment period at the beginning of the TPC meeting. The public may also submit comments in advance of the meeting by emailing: KIPDA.trans@kipda.org

AGENDA

- 1) *Call to Order, Welcome, Roll Call*
- 2) *May 2021 TPC Meeting Minutes* – Review and approval (see enclosed) **Action is requested.**
- 3) *Public Comment Period* – The TPC Chair will facilitate a review of comments submitted prior to the TPC meeting and entertain comments offered as part of Agenda Item 3.
- 4) *Public Involvement Report* – Staff will report on activities undertaken to engage the public, comments received, and report on any ongoing or upcoming activities (see enclosed).
- 5) *Quarterly Review of MPO Dedicated Programs* – Staff will present a project review, proposed cost increases and a funding swap to projects funded with MPO dedicated funds (see enclosed) **Action Requested.**
- 6) *Connecting Areas of Persistent Poverty to Job Growth, Education, and Healthcare Grant Application* – Transit Authority of the River City (TARC) staff will review the grant with TPC and seek an MPO letter of support (see enclosed) **Action Requested.**
- 7) *KYTC SHIFT 2022 Process* – Staff will update the TPC on the status of the SHIFT process (see enclosed).
- 8) *KIPDA Performance Management Plan (PMP) Transit Safety Targets* – Staff will present transit safety targets proposed for addition to the KIPDA PMP (see enclosed) **Action Requested.**

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

- 9) *Connecting Kentuckiana 2050 Update Goals & Objectives Working Group* – Staff will announce the formation of a working group to assist with the review and update of Metropolitan Transportation Plan update goals and objectives (see enclosed).
- 10) *Transit Authority of the River City (TARC)* – TARC will update the TPC about TARC projects, the Comprehensive Operational Analysis, and the TARC Long Range Plan.
- 11) *FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
- 12) *Other Business*
- 13) *Adjourn*

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**MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
May 27, 2021, 12:30 p.m.
Via Video Conference**

Call to Order

Kevin Baity, Chair, called the meeting to order at 12:32 p.m. After introductions, it was determined that there was a quorum present.

Review and Approval of Minutes

Bill Dieruf, City of Jeffersontown, made a motion to approve the minutes from the April meeting. Dirk Gowin, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Public Involvement Report

Greg Burress, KIPDA staff, reported on activities undertaken to engage the public, comments received, and ongoing and upcoming activities. No action was required.

Amendment 3 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the FY 2020-2025 Transportation Improvement Program (TIP)

David Burton, KIPDA staff, presented Amendment 3 to the MTP and TIP.

Keith Griffie, Bullitt County, made a motion to approve Amendment 3 of the MTP. Dirk Gowin, Louisville Metro Government, seconded the motion. The motion carried with a unanimous vote.

Bernie Bowling, City of St. Matthews, made a motion to approve Amendment 3 of the TIP. Dirk Gowin, Louisville Metro Government, seconded the motion. The motion carried with a unanimous vote.

Coronavirus Relief and response Supplemental Appropriations Act (CRRSAA) Funding Awards

Amanda Spencer, KIPDA staff, presented projects proposed to use funds made available through the CRRSAA Highway Infrastructure Program (HIP). **Jerry Summers, Bullitt County, made a motion to approve the proposed projects. Jim Urban, Oldham County, seconded the motion and it carried with a unanimous vote.**

Amendment 4 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the FY 2020-2025 Transportation Improvement Program (TIP)

David Burton, KIPDA staff, presented the schedule for the upcoming Amendment 4 to the MTP and TIP. No action was required.

Quarterly Review of MPO Dedicated Funding Programs

Dane Hoskins, KIPDA staff, presented proposed changes to the MPO dedicated funds. **Jim Urban, Oldham County, made a motion to approve the proposed changes. Jerry Summers, Bullitt County, seconded the motion and it carried with a unanimous vote.**

FY 2020-FY 2025 Transportation Improvement Program (TIP)

Amanda Spencer, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 12:57 p.m.

Amanda Spencer
Recording Secretary

Members Present:

Jerry Summers	Bullitt County
Bill Dieruf	City of Jeffersontown
Beverly Chester-Burton	City of Shively
Bernie Bowling (Vice Chair)	City of St. Matthews
Erica Tait	*Federal Highway Administration – Indiana
Sadie Middleton	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Dirk Gowin	Louisville Metro Government
Jim Urban	Oldham County
Kevin Baity (Chair)	Town of Clarksville
Geoffrey Hobin	TARC

Members Absent:

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

Others Present:

Brian Meade	AECOM
Keith Griffie	Bullitt County
Matt Meunier	City of Jeffersontown
Greg Huelsman	City of Prospect
Rick Tonini	City of St. Matthews
Representative Jerry Miller	Kentucky State House of Representatives
Susan Oatman	Kentucky Transportation Cabinet
Larry Chaney	Kentucky Transportation Cabinet – District 5
Tom Hall	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Greg Burress	KIPDA
David Burton	KIPDA
Stacey Burton	KIPDA

Agenda Item #2

Randall Embry	KIPDA
Jarrett Haley	KIPDA
Dane Hoskins	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Amanda Spencer	KIPDA
Mike Hill	Lochmueller Group
Michael King	Louisville Metro Government
Tammy Shaw	Sentinel News
Mike Keeling	Town of Clarksville
Vince Robison	TRIMARC

* Denotes Advisory Members



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

Agenda Item #4

MEMORANDUM

TO: Transportation Policy Committee
FROM: Greg Burress
DATE: August 16, 2021
SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from May to July 2021. KIPDA staff is pleased to share the continuing efforts and analytics for the social media platforms of KIPDA Transportation along with website traffic for the Committee's consideration. Staff also spoke by phone and email to several members of the public fielding questions on project updates. Staff also discussed via email from a member of the public regarding the Kentucky Transportation Cabinet's I-65 Corridor Study. The comment is included in the attached report for the Committee's consideration.

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TRANSPORTATION OUTREACH REPORT



WEBSITE UNIQUE VISITS May-July 2021

Transportation Main Page	390
Transportation Improvement Program	315
Metropolitan Transportation Plan	171

PUBLIC COMMENT APP



4 New Pin Drops Added Since May

PUBLIC OUTREACH EVENTS

Presented to One West Leadership

**Presented to Kentuckians For Better
Transportation Staff**

**Presented to Rubbertown Community
Advisory Council**

**Presented to the Oldham County Chamber of
Commerce**

**Presented to the Louisville Professional
Networking Group**

SOCIAL MEDIA

MAY-JULY 2021



54 Posts
5,687 Impressions
277 Engagements



59 Tweets
17,155 Impressions
546 Engagements



31 Posts
1232 Impressions

#kipdatransporation #kipdampo

Social media posts for the MPO are focused on transportation planning, education, public engagement opportunities, and committee meeting events.

685

Average Monthly
Engagements

8K

Average Monthly
Impressions

“ Thank you again for bringing your message to RCAC. The transportation planning process is important to all of us. ”

-Rubbertown Community Advisory Council

PUBLIC COMMENTS

I-65 STUDY

"The perspective of the survey taker is that the two largest, most costly interstate infrastructure projects (Concepts R and T) were not even included to gather public input. Omitting these from the survey-but knowing they are part of this study- makes the public input feel disingenuous, even if the intent was not disingenuous.

I was really hoping for many more ramp removals than were included in the recommendations. While I was glad to see some and hope those are implemented quickly, there are so many other ramps that should be eliminated to take a first step at ameliorating all the damage I-65 does by running roughshod through the middle of our city.

This interstate destroyed neighborhoods upon its construction and it continues to devalue human life and property by filling it with noise and pollution.

We need to be bold in our efforts to repair this I-65's damage by getting as many ramps as possible out of these neighborhoods. There are many many others that could be - and should be - just straight up eliminated. Or better yet, let's get rid of I-65 as an elevated expressway all together between the bridge and the Watterson."

PUBLIC MAP COMMENTS

I-264 (SHAWNEE EXPRESSWAY) AND BROADWAY

Broadway is a vital connection into the West End and there is no exit off of the Shawnee Expressway. An exit is needed here.



*Area Agency on Aging and Independent Living
Area Development District
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Agenda Item #5

MEMORANDUM

TO: Transportation Policy Committee
FROM: Nick Vail
DATE: August 16, 2021
SUBJECT: Quarterly Review of MPO Dedicated Programs

As the Metropolitan Planning Organization (MPO) for the Louisville, KY-IN Metropolitan Planning Area (MPA), the Transportation Policy Committee (TPC) has the authority to award and manage Federal funds from four programs in Indiana and two programs in Kentucky. On a quarterly basis, KIPDA staff provides an update on the status of projects funded by these programs, presents any cost increase and phase shift requests, and highlights any project phases for which funds were obligated in the previous three months.

This quarter KIPDA staff held project review meetings with Indiana project sponsors. Staff received one cost increase request from Indiana project sponsors as well as a requested funding swap among several project sponsors. TTCC recommended TPC approval of the Indiana cost increase and the proposed funding swap during the August 11th meeting. Please see the attachments for more information.

Action is requested to approve the funding swap and one cost increase requested by Indiana project sponsors.

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MPO Dedicated Projects
Indiana Cost Increase Request and Funding Swap

Funding Swap

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase Changes
Clark County	CR 403 and Stacy Road Intersection Improvements	2549	1802805	Highway Safety Improvement Program (HSIP) - MPO	Move FY23 Utilities to FY22 Move FY24 Construction to FY23
Clarksville	Riverside Drive	2393	1700725	Surface Transportation Block Grant (STBG) - MPO	Move FY24 Construction to FY23
Floyd County	Replacement of Bridge 51	1558	1700788	Surface Transportation Block Grant (STBG) - MPO	Move FY23 Construction to FY24

Cost Increase

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Increase
Clark County	CR 403 and Stacy Road Intersection Improvements	2549	1802805	Highway Safety Improvement Program (HSIP) - MPO	FY22 Utilities	\$108,000

MEMORANDUM

TO: Transportation Policy Committee

FROM: Stacey Burton, Rideshare Program Manager

DATE: August 16, 2021

SUBJECT: Connecting Areas of Persistent Poverty to Job Growth, Education, and Healthcare Grant

The Transit Authority of River City (TARC) is seeking a letter of support from the Louisville (KY-IN) Metropolitan Planning Organization to accompany their Connecting Areas of Persistent Poverty Grant application. The application and related materials, including letters of support, are due August 30, 2021. The Areas of Persistent Poverty program through FTA provides grants for planning, engineering, technical studies, and/or financial plans to improve transit in areas experiencing long-term economic distress. Through planning and/or studies, the intended outcome of the program is improved public transportation, new routes and/or facilities, and possibly innovative technologies in communities experiencing a high poverty rate.

There are four census tracts in Clark County, five in Floyd County, one in Bullitt County, and 64 in Jefferson County that meet a criterion for making an area eligible for these funds. This criterion is defined as "Any Census Tract with a poverty rate of at least 20% as measured by the 2014-2018 five-year data series available from the American Community Survey of the Bureau of the Census."

For their application, TARC is proposing an integrated planning and funding study that will:

- Identify the challenges and barriers that exist in connecting areas of persistent poverty to employment, education and healthcare.
- Identify mobility solutions to bolster equity in the community.
- Develop a public education campaign raising awareness of existing public transit options and new possibilities for connecting populations in persistent poverty areas to employment, education, and healthcare throughout the community.

TARC's proposal is consistent with the goals and objectives set forth in the Metropolitan Transportation Plan (MTP), *Connecting Kentuckiana 2040*. More specifically, the proposal addresses the following goals and performance measures identified in the MTP:

- *Increase the number of boardings on TARC buses.*
- *Increase the number of Community Clusters served by transit.*
- *Increase the transit access to High Density Employment, Education, and Medical Clusters.*

Action is requested.

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Transit Authority of River City (TARC)

Fiscal Year 2021 FTA Competitive Funding Opportunity: Areas of Persistent Poverty Program

Summary of Proposal: *Connecting Areas of Persistent Poverty to Job Growth, Education and Healthcare*

Areas of poverty exist throughout the Louisville community and the TARC service area, with a higher concentration of persistent poverty in West Louisville, Southern Indiana and parts of South Louisville. While these communities have a higher number of transit routes than some parts of the region, there is a critical need to improve their connectivity to employment, education and healthcare. With 63% of trips taken for work, TARC is crucial for delivering mobility solutions to a qualified workforce and employers alike. Another 20% of trips are taken for education and 14% for medical appointments. That said, employers in the region express that a lack of reliable transportation and public transit options continue to be a barrier to hiring and sustaining employees. A lack of reliable transportation and public transit options will continue to be a critical barrier to both work force growth and equity in the community, as the bulk of existing employment opportunities and forecasted employment growth are in remote areas far outside Louisville's areas of persistent poverty, establishing even further distances and longer travel times. While residents in more affluent communities are more likely to own a car and/or have access to other means of transportation, populations in areas of persistent poverty are more likely to rely on public transit as a means to get to work. Further separating these populations from economic growth would be a major hindrance to advancing equity and overall job growth for the businesses themselves.

Public transit has been particularly vulnerable to the consequences of the COVID-19 pandemic due to its nature as a mobility service to thousands of people. Nationwide, public transit ridership dropped by nearly 80% in April 2020 and remained 60% below 2019 ridership levels throughout the rest of the year. Unfortunately, declines in service and overall decreases in mobility have resulted in drops in farebox revenue, further leading to cuts in service. As local governments also struggle with decreases in revenue, transit agencies have become subject to budget cuts and/or reduced institutional support. As a result of these cuts and historically low ridership, TARC eliminated 10 express routes in 2020, some of which provided connections between areas of persistent poverty and employment, healthcare and education opportunities. A planning study developed with this grant funding would support TARC in addressing the service gaps caused by these cuts and inform efforts to implement new, sustainable (financial and environmental) service to meet the needs of these communities and the ongoing job growth in other parts of Louisville.

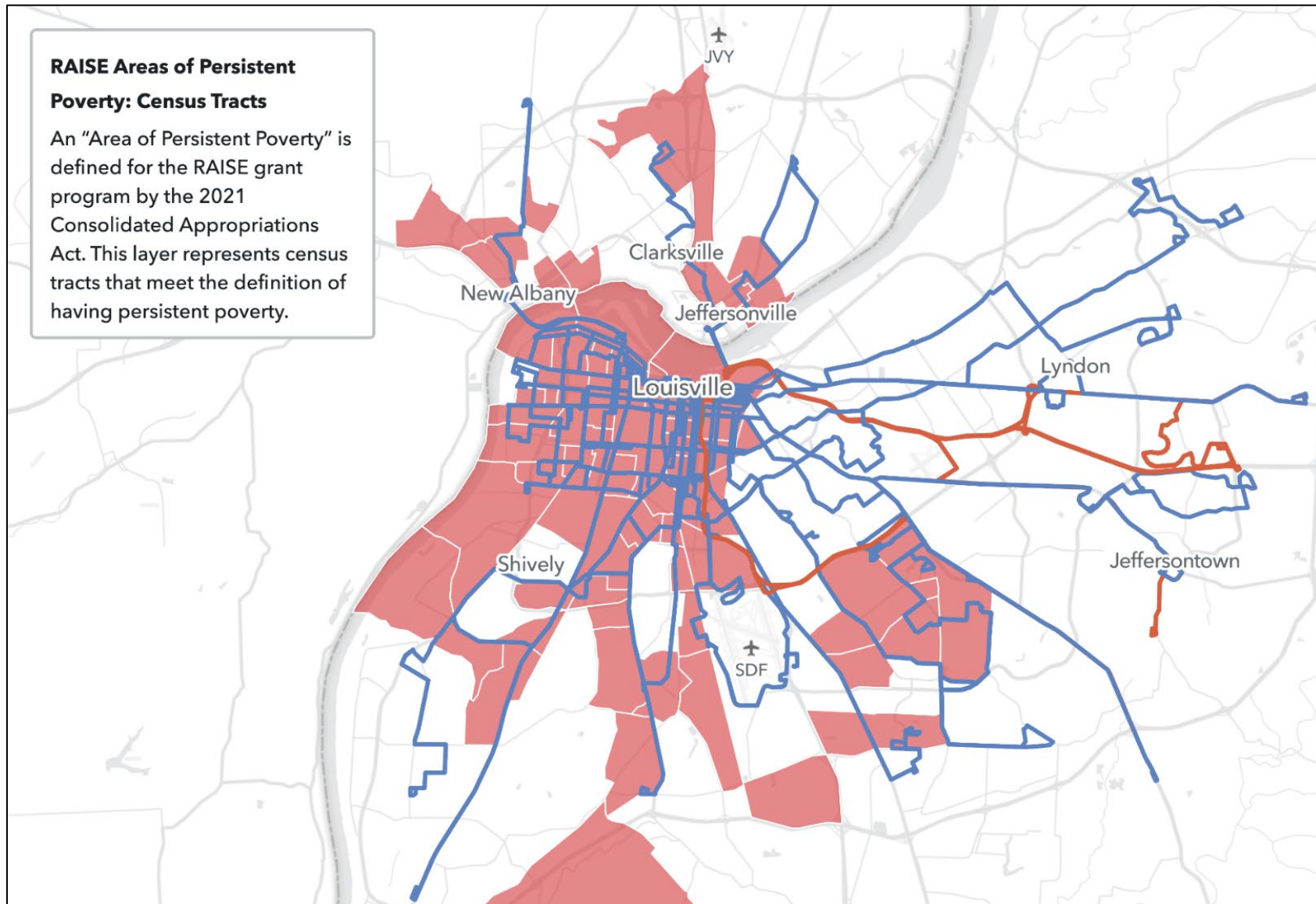
If funding is awarded, the project will:

1. Develop an integrated planning and funding study to identify the challenges and barriers that exist in connecting areas of persistent poverty to employment, education and healthcare.
2. Propose mobility solutions to bolster equity in the community.
3. Develop a public education campaign to raise awareness of existing public transit options and the new possibilities in connecting populations in persistent poverty to employment, education and healthcare throughout the community.

TARC plays a major role in the community and provides critical connections for thousands of residents every day. As a well-supported agency throughout the region, TARC has a history of collaborative partnerships with regional MPO and many community organizations. This project is supported by KIPDA, regional MPOs, and a number of local public agencies and community organizations. A grant award will go a long way toward helping TARC meet our mission to deliver transportation services that enhance the greater Louisville community.

**RAISE Areas of Persistent
Poverty: Census Tracts**

An "Area of Persistent Poverty" is defined for the RAISE grant program by the 2021 Consolidated Appropriations Act. This layer represents census tracts that meet the definition of having persistent poverty.



Agenda Item #7

MEMORANDUM

TO: Transportation Policy Committee
FROM: Andy Rush
DATE: August 18, 2021
SUBJECT: KYTC SHIFT 2022 Process

In April, the KIPDA Transportation Policy Committee approved a list of 49 projects to sponsor for the Kentucky Transportation Cabinet's Strategic Highway Investment Formula for Tomorrow (SHIFT) Process. Those projects, along with the group of projects sponsored by KYTC, ADDs, and the other MPOs around the state have now been scored utilizing the scoring system established by KYTC for the SHIFT Process.

The final project scores from the SHIFT Process to be utilized in the development of KYTC's 2022 Highway Plan will be the sum of the initial project scores that are output from the quantitative, data-driven KYTC scoring process, and the 15-point "boosts" assigned to projects chosen by KYTC, MPOs, and ADDs. The KIPDA MPO has been allocated a total of 21 boosts to assign to projects that they would like to prioritize for funding in the 2022 Highway Plan.

The SHIFT 2022 schedule has recently changed. Updated key dates are listed below:

- **August 4th:** Project Scores were provided by KYTC to MPOs & ADDs
- **August 16th:** KYTC District 5 selected 33 projects to boost districtwide
- **September 8th:** KIPDA TTCC Working Group Meeting to develop KIPDA MPO Boosts
- **September 23rd:** KIPDA MPO Boosts presented to TPC for approval
- **September 24th:** Deadline for boosts to be submitted to KYTC

Staff will update the committee on the SHIFT 2022 Process.

Additional information about the SHIFT 2022 Process can be found on the KYTC website here:
<https://transportation.ky.gov/SHIFT/Pages/default.aspx>

For the latest information concerning KIPDA's participation in the SHIFT Process, visit the KIPDA website here: <https://kipdatransportation.org/shift2022/>

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Agenda Item #8

MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: August 17, 2021

SUBJECT: KIPDA Performance Management Plan (PMP) Transit Safety Targets

Through MAP-21 and the FAST Act, Congress has required numerous performance-based transportation planning requirements. Among these is the requirement via rules from the Federal Transit Administration (FTA) to require public transit operators to develop a Public Transportation Agency Safety Plan (PTASP). Included in each PTASP is a prescribed set of safety performance targets that public transit operators are expected to provide to their regional and state partners to improve performance-based transportation planning.

TARC has recently completed their PTASP, entitled *TARC Agency Safety Plan 2022*, that includes safety targets for their fixed route and paratransit systems. These targets are shown below:

TARC Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate per 100,000 VRM)	Injuries (Total)	Injuries (Rate per 100,000 VRM)	Safety Events (Total)	Safety Events (Rate per 100,000 VRM)	System Reliability
Fixed Route	0	0.0036	55	0.77	35	0.47	5,478
Paratransit	0	0.0160	10	0.18	5	0.13	70,781

These targets are proposed to be incorporated into KIPDA's Performance Management Plan. That document can be found on KIPDA's website here: <https://www.kipda.org/transportation/major-functions/performance-management-plan/>

Action is requested.

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*Area Agency on Aging and Independent Living
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Agenda Item #9

MEMORANDUM

TO: Transportation Policy Committee
FROM: David Burton
DATE: August 16, 2021
SUBJECT: Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update – TPC Goals & Objectives Working Group

KIPDA staff will be seeking participation from members of the Transportation Policy Committee to assist in a review and revision of Goals and Objectives for the Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP) update. The working group is anticipated to meet no more than three times in September and October.

At the August TPC meeting, the Chair will solicit volunteers for the working group giving consideration to geographic coverage.

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Agenda Item #11

MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: August 16, 2021

SUBJECT: Administrative Modification 19 of the FY 2020-2025 Transportation Improvement Program

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

Qualifying criteria for administrative modifications include the following actions:

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

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

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Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Clark County	KIPDA ID:	2949	State ID:	2100080
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	Countywide Bridge Inspection and Inventory Program Cycle Years 2022-2025	Funding Source:	Bridge	Open to Public Date:	2023 2025
Total Estimated Project Cost:	\$158,282 \$258,911		Total Cost Programmed in TIP to date:	\$158,282 \$258,911	
Description:	Inspect and rate all county bridges in Clark County.				
Purpose & Need:	Federal Highway Administration requires all bridges to be inspected and rated every two years.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with Bridge funds: \$116,455 (Federal) + \$28,114 (Other) = \$144,569 (Total) \$109,518 (Federal) + \$27,380 (Other) = \$136,898 (Total) FY 2023 Preliminary Engineering phase with Bridge funds: \$10,970 (Federal) + \$2,743 (Other) = \$13,713 (Total) \$2,378 (Federal) + \$594 (Other) = \$2,972 (Total) *FY 2024 Preliminary Engineering phase with Bridge funds: \$95,233 (Federal) + \$23,808 (Other) = \$119,041 (Total)				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Clark County	KIPDA ID:	2549	State ID:	1802805
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	CR 403 and Stacy Road Intersection Improvements	Funding Source:	Highway Safety Improvement Program (HSIP-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$2,943,649		Total Cost Programmed in TIP to date:	\$2,943,649	
Description:	Intersection improvement including construction of a roundabout to improve safety at CR 403 and Stacy Road. Roundabout construction would include HMA pavement, curb and gutter and storm sewer for drainage, and intersection lighting. The footprint for the proposed roundabout would require approximately <1.0 acre of additional right of way, as well as relocating an existing Vectren utility pole and regulated gas line that runs along CR 403.				
Purpose & Need:	The purpose of the project is to reduce accidents at the subject intersection, and reduce overall speed along CR-403 corridor. Reports from FHWA indicate that a 25% reduction for property damage and a 75% reduction in injury/fatal crashes can be achieved by installing a roundabout. Accidents were studied during a 3-year period from 2014-2016 and 27 total accidents were reported. Manner of collisions were primarily 55% rear end type collisions, 15% ran off the road; and 30% classified as other, including turning collisions. Using RoadHat software, a benefit/cost ratio of 1.42 was calculated. This indicates that the project is a worthy candidate to include in the HSIP call for projects.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with HSIP-MPO funds: \$283,500 (Federal) + \$31,500 (Other) = \$315,000 (Total)</div> <div>FY 2022 Right of Way phase with HSIP-MPO funds: \$82,500 (Federal) + \$9,167 (Other) = \$91,667 (Total)</div> <div>FY 2022 Right of Way phase with CRRSAA-MPO funds: \$223,585 (Federal) + \$55,897 (Other) = \$279,482 (Total)</div> <div>FY 2022 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)</div> <div>FY 2023 Utilities phase with HSIP-MPO funds: \$108,000 (Federal) + \$12,000 (Other) = \$120,000 (Total)</div> <div>FY 2023 Construction phase with HSIP-MPO funds: \$1,923,750 (Federal) + \$213,750 (Other) = \$2,137,500 (Total)</div> <div>*FY 2024 Construction phase with HSIP-MPO funds: \$1,923,750 (Federal) + \$213,750 (Other) = \$2,137,500 (Total)</div>				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Clarksville	KIPDA ID:	2393	State ID:	1700725
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Riverside Drive	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023 2025
Total Estimated Project Cost:	\$7,210,123 \$7,854,394		Total Cost Programmed in TIP to date:	\$7,210,123	
Description:	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
Purpose & Need:	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
FY 20-25 TIP Funding:	<div>FY 2021 Right of Way phase with STBG-MPO funds: \$2,306,555 (Federal) + \$461,311 (Other) = \$2,767,866 (Total)</div> <div>FY 2023 Construction phase with CRRSAA-MPO funds: \$248,788 (Federal) + \$62,197 (Other) = \$310,985 (Total)</div> <div>FY 2023 Construction phase with STBG-MPO funds: \$1,733,231 (Federal) + \$1,880,691 (Other) = \$3,613,922 (Total)</div> <div>FY 2024 Construction phase with CRRSAA-MPO funds: \$248,788 (Federal) + \$62,197 (Other) = \$310,985 (Total)</div> <div>FY 2024 Construction phase with STBG-MPO funds: \$1,733,231 (Federal) + \$1,880,691 (Other) = \$3,613,922 (Total)</div>				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Floyd County	KIPDA ID:	1558	State ID:	1700788
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	Replacement of Bridge 51	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2024 2023
Total Estimated Project Cost:	\$5,154,285		Total Cost Programmed in TIP to date:	\$2,105,525 \$6,438,254	
Description:	Replacement of Bridge 51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.312 miles.				
Purpose & Need:	The proposed replacement bridge will be approximately 250 feet long, with 700 foot approaches. Bridge 51 carries Blackiston Mill Road over Silver Creek and currently serves as a critical link between the City of New Albany and the Town of Clarksville. The bridge structure itself is the responsibility of Floyd County, with the northern approach being in the City of New Albany and the southern approach in the Town of Clarksville and Clark County. In our 2018 Bridge Inspection Report, Bridge 51 scored a 39.2 Sufficiency Rating.				
FY 20-25 TIP Funding:	FY 2020 Preliminary Engineering phase with STBG-MPO funds: \$404,420 (Federal) + \$101,105 (Other) = \$505,525 (Total) FY 2022 Right of Way phase with STBG-MPO funds: \$1,200,000 (Federal) + \$400,000 (Other) = \$1,600,000 (Total) FY 2023 Construction phase with CRRSAA-MPO funds: \$106,183 (Federal) + \$26,546 (Other) = \$132,729 (Total) FY 2023 Construction phase with STBG-MPO funds: \$3,500,000 (Federal) + \$700,000 (Other) = \$4,200,000 (Total)				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100560
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Bridge Deck Overlay on Klerner Lane Bridge	Funding Source:	Bridge	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,694,000		Total Cost Programmed in TIP to date:	\$385,000	
Description:	I-265 bridge deck overlay on Klerner Lane bridge over I-265 EB/WB, 0.40 miles E of SR 111				
Purpose & Need:	The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with Bridge funds: \$337,500 (Federal) + \$37,500 (Other) = \$375,000 (Total) FY 2023 Right of Way phase with Bridge funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100817
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 0.40 miles east of I-265	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$419,500		Total Cost Programmed in TIP to date:	\$140,000	
Description:	Correct deficiencies in small structure pipe lining on I-64 over unnamed ditch, 0.40 miles east of I-265.				
Purpose & Need:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. There is a significant amount of sediment in the pipe and there is significant corrosion and deep pitting in the invert of the structure. The sediment in the pipe in the pipe accounts for ten to twenty-five percent of the cross section area of the pipe. There are also scattered perforations approximately 5' at the south outlet end.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total) FY 2023 Right of Way phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)				

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Administrative Modification 19

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TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100770
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Small Structure Pipe Lining, 3.67 miles W of SR 64	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$646,000		Total Cost Programmed in TIP to date:	\$140,000	
Description:	Small structure pipelining on I-64 over unnamed ditch, 3.67 miles W of SR 64				
Purpose & Need:	The purpose of this project is to correct the deficiencies in the structure in order to extend of reset the service life of the asset.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total) FY 2023 Right of Way phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100744
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 Bridge Deck Overlay over Muddy Fork	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,604,000		Total Cost Programmed in TIP to date:	\$130,000	
Description:	Bridge deck overlay over Muddy Fork for 4.70 miles east SR 335				
Purpose & Need:	The purpose of this project is to correct the deficiencies in the wearing surface and deck to help further protect the structure and extend the service life of the bridge. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface, deck, joints, and approach slabs. This bridge was built in 1995 and has never received a wearing surface treatment to date. There are several small concrete patches visible in the wearing surface and there are several patches and cracks in the concrete bridge approach slabs. The east joint is partially filled with debris and the bridge would benefit from the installation of semi-integral abutments to eliminate the joints.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with NHPP funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (Total)				

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FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Add project as part of Group: Safety Improvements - Indiana (2680)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100029
County	Clark	Parent ID:	N/A	Group ID:	2680
Project Name:	SR 60 New Signal Installation	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,700,139		Total Cost Programmed in TIP to date:	\$330,000	
Description:	New signal installation on SR 60 at the intersection of St. Joe Road East.				
Purpose & Need:	The need of this project is a crash rate higher than expected given the traffic volumes and substandard delays during peak hours. The purpose of the project is to implement improvements known to reduce crash rates at intersections and reduce the delay to acceptable levels.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with NHPP funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total) FY 2023 Right of Way phase with NHPP funds: \$72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100800
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 Small Structure Replacement, 1.58 miles west of I-65	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$962,000		Total Cost Programmed in TIP to date:	\$225,000	
Description:	Small structure replacement over unnamed ditch 1.58 miles west of I 65.				
Purpose & Need:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The pipe is either collapsed or full of sediment and cannot fail any further. The roadway is not affected, but the pipe is causing drainage issue for the nearby residents. This pipe was recently added into the inventory.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with NHPP funds: \$202,500 (Federal) + \$22,500 (Other) = \$225,000 (Total)				

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August 26, 2021

TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100244
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 111 - Slide Correction	Funding Source:	Surface Transportation Block Grant (STBG-ST)	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,479,796		Total Cost Programmed in TIP to date:	\$320,000	
Description:	Slide correction on SR 111 0.7 miles south of the I-64 overpass.				
Purpose & Need:	To stabilize the slide with solder piles, remove the barrier wall, replace the adjacent sidewalk and pavement that has been uplifted by the slide, and resurface the rest of the pavement in the project limits.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with STBG-ST funds: \$240,000 (Federal) + \$60,000 (Other) = \$300,000 (Total) FY 2023 Right of Way phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)				
TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100647
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 265 at Old Salem Road	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$377,000		Total Cost Programmed in TIP to date:	\$80,000	
Description:	Bridge thin deck overlay at SR 265 at Old Salem Road bridge over SR 265 EB/WB, 2.20 miles E of SR 62				
Purpose & Need:	The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2013 and has never received a wearing surface treatment to date. The bridge is overall in good condition, but could benefit from additional protection through a preventative maintenance wearing surface treatment.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with NHPP funds: 72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)				

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August 26, 2021

TIP Action:	Add project as part of Group: Roadway and Bridge Preservation and Rehabilitation Improvements - Indiana (2676)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100683
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 265 Utica-Sellersburg Rd Bridge	Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$333,000		Total Cost Programmed in TIP to date:	\$80,000	
Description:	Bridge thin deck overlay on SR 265 Utica-Sellersburg Rd Bridge over SR 265 EB/WB, 00.83 E SR 62				
Purpose & Need:	The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2015 and has never received a wearing surface treatment to date. There are minor cracks throughout the wearing surface that could benefit from additional protection through a preventative maintenance wearing surface treatment.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with NHPP funds: 72,000 (Federal) + \$8,000 (Other) = \$80,000 (Total)				
TIP Action:	Add project as part of Group: Safety Improvements - Indiana (2680)				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100287
County	Clark, Floyd	Parent ID:	N/A	Group ID:	2680
Project Name:	Statewide Highway/Rail Grade Crossing Safety Action Plan	Funding Source:	Highway Safety Improvement Program (HSIP-ST)	Open to Public Date:	2022
Total Estimated Project Cost:	\$7,130		Total Cost Programmed in TIP to date:	\$7,130	
Description:	Statewide Highway/Rail Grade Crossing Safety Action Plan for FY 2022 Long Range Transportation Planning				
Purpose & Need:	PE Funding for FY 2022 Long Range Transportation Planning - Railroad Safety Action Plan.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with HSIP-ST funds: \$6,330 (Federal) + \$700 (Other) = \$7,130 (Total)				

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Administrative Modification 19

FY 2020 - FY 2025 Transportation Improvement Program

August 26, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	2236	State ID:	05-00757.00
County	Oldham	Parent ID:	N/A	Group ID:	2673
Project Name:	Spring Hill Trace Sidewalk	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2021
Total Estimated Project Cost:	\$1,003,086		Total Cost Programmed in TIP to date:	\$1,003,086	
Description:	Construct sidewalks along both sides of Spring Hill Trace within existing right-of-way from KY 329 to the existing bridge between Spring Hill subdivision and Brentwood subdivision (approximately 240' beyond the intersection of Spring Hill Trace and Spring Hill Court).				
Purpose & Need:	To provide safer access throughout the neighborhood.				
FY 20-25 TIP Funding:	FY 2021 Utilities phase with STBG-MPO funds: \$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total) FY 2021 Construction phase with STBG-MPO funds: \$520,000 (Federal) + \$130,000 (Other) = \$650,000 (Total) \$445,000 (Federal) + \$111,250 (Other) = \$556,250 (Total)				

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