

## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Thursday, October 28, 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](mailto:KIPDA.trans@kipda.org).

## **AGENDA**

- 1) *Call to Order, Welcome, Roll Call*
- 2) *September 2021 TPC Meeting Minutes* – Review and approval (see enclosed). **Action 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 recent activities undertaken to engage the public, comments received, and report on any ongoing or upcoming activities (see enclosed).
- 5) *Amendment 4 to the Connecting Kentuckiana 2040 MTP and FY 2020-2025 Transportation Improvement Program* – Staff will present Amendment 4 for consideration by the TPC (see enclosed). **Action Requested**
- 6) *Amendment 5 to the Connecting Kentuckiana 2040 MTP and FY 2020-2025 Transportation Improvement Program* – Staff will present an update to Amendment 5 (see enclosed).
- 7) *2022 TPC Officers Nominating Committee* – The TPC Chair will establish an Officers Nominating Committee for 2022 (see enclosed). **Action Requested**
- 8) *Connecting Kentuckiana 2050 MTP Update Goals and Objectives* – Staff will report on the activities of the TPC Goals and Objectives Working Group and seek approval of the draft goals and objectives (see enclosed). **Action Requested**

*11520 Commonwealth Drive  
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*Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization*

- 9) *Quarterly Review of MPO Dedicated Funding Programs* – Staff will present a review of projects funded with federal funds dedicated for use by the MPO (see enclosed). **Action requested**
- 10) *I-65 Corridor Study* – John Callihan will update the Committee on the I-65 Corridor Study (see enclosed).
- 11) *FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).
- 12) *Other Business*
- 13) *Adjourn*

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**MINUTES  
TRANSPORTATION POLICY COMMITTEE (TPC)  
September 23, 2021, 12:30 p.m.  
In-Person and via Video Conference**

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**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**

**J. Bryon Chapman, Jefferson County League of Cities, made a motion to approve the minutes from the August meeting. Keith Griffie, Bullitt County, 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 4 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement Program (TIP)**

Nick Vail, KIPDA staff, provided a status update on Amendment 4 to the MTP and TIP. No action was required.

**KIPDA Transportation Annual Participation Report**

Greg Burress, KIPDA staff, presented the Participation Annual Reports for 2020 and 2021. **Carrie Butler, TARC, made a motion to approve the 2020-2021 KIPDA Transportation Annual Participation Report. Dirk Gowin, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.**

**Kentucky/Indiana Transportation Excellence (KITE) Award**

Andy Rush and Greg Burress, KIPDA staff, announced the kickoff to the 2021 KITE award. No action was required.

**KIPDA Transportation Online Library**

Greg Burress, KIPDA staff, presented the updated and expanded KIPDA Transportation Online Library. No action was required.

**KYTC SHIFT 2022 Process**

Andy Rush, KIPDA staff, presented the recommended SHIFT MPO boost. There was discussion.

**Dirk Gowin, Louisville Metro Government, made a motion to remove two committed interchange projects and replace with the KY 1931 project (from Doss High School to**

**Palatka Road) and the KY 22 project (reconstruction at Springcrest Drive). The motion was not seconded.**

**Jim Urban, Oldham County, made a motion to accept the SHIFT boost as recommended by the TTCC. J. Byron Chapman, Jefferson County League of Cities, seconded the motion and it carried with a unanimous vote.**

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

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

**Other Business**

Andy Rush, KIPDA staff, introduced two new members of KIPDA staff, Valerie Mohr and Spencer Williams.

**Adjournment**

The meeting was adjourned at 1:28 p.m.

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Andy Rush  
Recording Secretary

**Members Present:**

Keith Griffie	Bullitt County
Beverly Chester-Burton	City of Shively
Bernie Bowling	City of St. Matthews
Brian Dixon	Clark County
Karlei Metcalf	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Thomas Witt	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Dirk Gowin	Louisville Metro Government
Jim Urban	Oldham County
Carrie Butler	TARC
Kevin Baity (Chair)	Town of Clarksville

**Members Absent:**

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

**Others Present:**

Josh Culver	American Structurepoint
Larry Chaney	Kentucky Transportation Cabinet – District 5
Brian Eaton	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
Randall Embry	KIPDA

## Agenda Item #2

Elizabeth Farc	KIPDA
Adam Forseth	KIPDA
Jarrett Haley	KIPDA
Valerie Mohr	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Mike Hill	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Nicole George	Louisville Metro Government
Michael King	Louisville Metro Government
Mike Keeling	Town of Clarksville
Bruce Bohne	TRIMARC
Jeff Hackbart	

\* 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:** October 20, 2021  
**SUBJECT:** Public Involvement Report

The attached report outlines public engagement activities and results from September 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 spoke by phone and email to several members of the public fielding questions on project updates. The attached report contains outreach strategies and numbers pertaining to the Proposed Amendment 4 to the FY 2020-2025 Transportation Improvement Program and the CK 2040 Metropolitan Transportation Plan. Staff attended and received public comments from the Goodwill Fall Festival held on September 28, 2021.

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# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS September 2021

Transportation Main Page	164
Transportation Improvement Program	86
Metropolitan Transportation Plan	81

## PUBLIC COMMENT APP



**3 New Pin Drops Added This Month**

*\*2 received from Goodwill Fall Festival event*

## PUBLIC OUTREACH EVENTS

**Participated at Goodwill's Fall Festival**

**Participated at Louisville Health Advisory Board's CCC Meeting**

## PLANNED EVENTS

**University of Louisville's Sustainability Day  
October 27**

## SOCIAL MEDIA

AUGUST 2021



22 Posts  
1,481 Impressions  
47 Engagements



29 Tweets  
4,672 Impressions  
189 Engagements



15 Posts  
385 Impressions

**#kipdatransporation #kipdampo**

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

**236**

Total Engagements

**6.1K**

Total Impressions

## PROPOSED AMENDMENT 4 TO THE TIP & MTP

**15 Comments and 18 "Likes" Received**

**Advertised in 4 Newspapers & 3 Business Association & Chamber Newsletters**

**Social Media Campaign Resulting in 1,363 Impressions**

**Email Campaign**

2,022 recipients	803 Opens
403 Unique Opens	19.1% Clicks
142 Total Clicks	77 Unique Clicks

## PUBLIC COMMENTS

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"Bus Stop at Eastern Parkway & Bradley is on a slope. That makes it difficult to exit"

"2- way off 7th Street and Kentucky is a blinking red instead of a working traffic light. Not good."

"Please help connect us workers (potential) to get to the East End for Employment.(J-Tow, St. Matthews, ect."

"Pot holes in the West End"

"I'm concerned about transit services when it comes to the lateness of busses. There should be an incentive for long bus rides and when busses are late. "





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

**Agenda Item #5**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** Nick Vail

**DATE:** October 21, 2021

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

KIPDA staff is ready to present Amendment 4 to the committees for consideration. Sponsors were given until June 28<sup>th</sup> to submit project changes. The air quality conformity analysis and the public comment period have been completed. Greg Burress sent all public comments to the Transportation Policy Committee (TPC) members as part of their 15-day review.

**Two actions are requested for TPC:**

- 1) Approval of Amendment 4 to the Connecting Kentuckiana 2040 MTP, and**
- 2) Approval of Amendment 4 to the FY 2020-2025 TIP.**

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**Connecting Kentuckiana 2040 Metropolitan Transportation Plan and  
FY 2020-2025 Transportation Improvement Plan**

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) and a short-range planning document, the Fiscal Year (FY) 2020-2025 Transportation Improvement Program (TIP)

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

- A listing of all projects being added, removed and/or modified
- Air Quality conformation documentation
- Meeting minutes from the Interagency Consultation (IAC) conference call

Providing comments for the proposed changes can be submitted by any of the following methods:

- Visiting <https://kipdatransportation.org/amendment4/> and click on the *Amendment 4 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail to the following address

**TIP and MTP Amendment, KIPDA  
11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the virtual open house on September 30<sup>th</sup> from 5:00-6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual public meeting can be found at <https://kipdatransportation.org/amendment4/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext. 123 or via email at [greg.burress@kipda.org](mailto:greg.burress@kipda.org) for additional questions or information.

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**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	N/A - Not in TIP				
MTP Action:	Revise Project Description and Update Open to Public Date				
Exempt/ Non-Exempt:	Non-exempt	Model Impact:	Remove from 2025 scenario. Adjust project limits to reflect the existence of KYTC ID 5-80101.00 in 2030, 2035, and 2040 scenarios.		
Project Sponsor:	Bullitt County	KIPDA ID:	2758	State ID:	TBD
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1450 Blue Lick Road Widening		Total Estimated Cost in MTP (i.e. CK 2040):	\$8,000,000	
			Total Cost Programmed in TIP to Date:	N/A	
Funding Source:	N/A		Open to Public Date:	2027 2024	
Description:	Widen KY 1450 (Blue Lick Road) from 2 to 4 lanes from Bullitt/Jefferson County line to CR 1512A (Jeffie Lane) <del>KY 1526 John Harper Way</del> .				
Purpose & Need:	Congestion, visibility, intersection realignment, and safety are all issues needing to be addressed that have created the need for this project.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non- Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2489	State ID:	1701215
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	IN 111		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$180,420	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021	
Description:	Road resurface on Old IN 62 (Elm Street) from I-64 off ramp to State Street.				
Purpose & Need:	HMA overlay, preventive maintenance.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$144,336 (Federal) + \$36,084 (Other) = \$180,420 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Remove Project				
MTP Action:	Remove Project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2279	State ID:	1592187
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64		Total Estimated Cost in MTP (i.e. CK 2040):	\$23,500,000	
			Total Cost Programmed in TIP to Date:	\$23,500,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021	
Description:	Bridge painting of the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Bridge painting of the Sherman Minton Bridge over the Ohio River to maintain the integrity of the bridge.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$20,700,000 (Federal) + \$2,300,000 (Other) = \$23,000,000 (Total)				
TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2649	State ID:	1702260
County	Jefferson	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Bridge Deck Replacement on Sherman Minton KY Approach		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$12,095,501	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021	
Description:	Bridge deck replacement on the I-64 Kentucky approach to the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Bridge deck replacement on I-64 at the Kentucky approach to the Sherman Minton Bridge.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$10,885,951 (Federal) + \$1,209,550 (Other) = \$12,095,501 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2647	State ID:	1702258
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Sherman Minton Bridge EB Indiana Approach (1) Deck Overlay	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$226,084	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:		2021
Description:	Bridge deck overlay on the I-64 Indiana EB approach (1 of 2) to the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Bridge deck overlay on I-64 at the Indiana EB approach (1 of 2) to the Sherman Minton Bridge.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$203,476 (Federal) + \$22,608 (Other) = \$226,084 (Total)				
TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2648	State ID:	1702259
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Sherman Minton Bridge EB Indiana Approach (2) Deck Overlay	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$339,126	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:		2021
Description:	Bridge deck overlay on the I-64 Indiana EB approach (2 of 2) to the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Bridge deck overlay on I-64 at the Indiana EB approach (2 of 2) to the Sherman Minton Bridge.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$305,213 (Federal) + \$33,913 (Other) = \$339,126 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2645	State ID:	1702254
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Sherman Minton Bridge Painting		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$11,270,214	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021	
Description:	I-64 bridge painting on the Kentucky approach to the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Sherman Minton bridge painting				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$10,143,193 (Federal) + \$1,127,021 (Other) = \$11,270,214 (Total)				
TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2646	State ID:	1702257
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-64 Sherman Minton Bridge WB Indiana Approach Deck Overlay		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$678,252	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2021	
Description:	Bridge deck overlay on the I-64 Indiana WB approach to the Sherman Minton Bridge over the Ohio River.				
Purpose & Need:	Sherman Minton Bridge deck overlay on I-64 at the Indiana WB approach to the Sherman Minton Bridge.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$610,427 (Federal) + \$67,825 (Other) = \$678,252 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Modify TIP Funding and Project Description				
MTP Action:	Modify TIP Funding and Project Description				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2533	State ID:	1702255
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Sherman Minton Corridor Maintenance		Total Estimated Cost in MTP (i.e. CK 2040):	\$75,895,844	
			Total Cost Programmed in TIP to Date:	\$48,675,000	
Funding Source:	Bridge National Highway Performance Program (NHPP)		Open to Public Date:	\$62,106,247	
				\$40,382,079	
Description:	Bridge Rehabilitation Or Repair: I 64 Sherman Minton Bridge over Ohio River 3.95 miles W of I-65, Painting, MOT, Interchanges and Pavement NBI 034520, Bridge Painting: I 64 Sherman Minton Bridge over the Ohio River 3.95 miles W of I-65 NBI 034520, HMA Overlay, Preventive Maintenance: SR 111 Old SR-62 (Elm Street) from I-64 Off Ramp to State Street NBI (KY)-IN, Bridge Painting: I 64 Kentucky Approach to Sherman Minton Bridge over the Ohio River 3.6 miles W of I-65 NBI 034523, Bridge Deck Overlay: I 64 Indiana WB Approach to the Sherman Minton Bridge over Ohio River 3.93 miles W of I-65 NBI 034515, Bridge Deck Overlay: I 64 Indiana EB Approach (1 of 2) Sherman Minton Bridge over Ohio River 4 miles W of I-65 NBI 034510, Bridge Deck Overlay: I 64 Indiana EB Approach (2 of 2) Sherman Minton Bridge over Ohio River 4 miles W of I-65 NBI 034513, Bridge Deck Replacement: I 64 Kentucky Approach to the Sherman Minton Bridge over Ohio River 3.61 miles W of I-65 NBI 034523, Bridge Painting: I 64 00.11 miles W of SR 111 over Market Street NBI 034490.				
	Maintenance of the I 64 Sherman Minton Bridge and three Indiana approach bridges and one Kentucky approach bridge.				
Purpose & Need:	Rehabilitate the bridge decks, perform minor structural repairs on the five bridges in the I-64 Sherman Minton Corridor. These maintenance efforts are required to sustain the bridges through their 100 year design life.				

\*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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

<b>FY 20-25 TIP Funding:</b>	<p>FY 2020 Preliminary Engineering phase with the following NHPP funds:  \$3,467,430 (Federal) + \$385,270 (Other) = \$3,852,700 (Total)</p> <p>FY 2020 <del>Utilities</del> Construction phase with the following NHPP funds:  \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)  <del>\$1,431,000 (Federal) + \$159,000 (Other) = \$1,590,000 (Total)</del></p> <p>FY 2021 Preliminary Engineering phase with the following <del>NHPP</del> Bridge funds:  \$3,806,496 (Federal) + \$422,944 (Other) = \$4,229,439 (Total)  <del>\$2,250,000 (Federal) + \$250,000 (Other) = \$2,500,000 (Total)</del></p> <p>FY 2022 Utilities phase with the following Bridge funds:  \$1,098,000 (Federal) + \$122,000 (Other) = \$1,220,000 (Total)</p> <p>FY 2021 Construction phase with the following <del>NHPP</del> Bridge funds:  \$5,625,000 (Federal) + \$625,000 (Other) = \$6,250,000 (Total)  <del>\$23,795,441 (Federal) + \$2,643,938 (Other) = \$26,439,379 (Total)</del></p> <p>FY 2022 Construction phase with the following Bridge funds:  \$18,688,802 (Federal) + \$2,076,534 (Other) = \$20,765,336 (Total)</p> <p>FY 2023 Construction phase with the following Bridge funds:  \$18,889,894 (Federal) + \$2,098,877 (Other) = \$20,988,771 (Total)</p>
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\*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.



**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Add Project				
MTP Action:	Add Project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100048
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 60 Intersection Improvement, Roundabout	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,821,839	
		Total Cost Programmed in TIP to Date:		\$925,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:		2026
Description:	Intersection improvement going to a roundabout at SR 60 and CR 311.				
Purpose & Need:	The purpose of this project is to reduce the number of traffic crashes being experienced at this location, in particular the rear end, left turn, and right-angle crashes. Using HAT 3 as the analysis tool the 129 crashes resulted in a 4.01 lcc crash severity value. The crash frequency value (lcf) is 6.68. The need for this project is to provide a geometric improvement to the intersection which will provide sufficient capacity and reduce these rear end, left turn and right angle crashes going forward to allow this intersection to operate at a more acceptable overall safety operating condition.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with the following NHPP funds: \$382,500 (Federal) + \$42,500 (Other) = \$425,000 (Total)				
TIP Action:	Add Project				
MTP Action:	Add Project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Add an additional travel lane in the 2030, 2035, and 2040 scenarios.		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100036
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR 64 Added Travel Lane	Total Estimated Cost in MTP (i.e. CK 2040):		\$13,735,051	
		Total Cost Programmed in TIP to Date:		\$2,270,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:		2026
Description:	Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.				
Purpose & Need:	The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.				
FY 20-25 TIP Funding:	FY 2022 Preliminary Engineering phase with the following STBG-ST funds: \$1,040,000 (Federal) + \$260,000 (Other) = \$1,300,000 (Total)				
	FY 2023 Right of Way phase with the following STBG-ST funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Remove Project				
MTP Action:	Remove Project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2902	State ID:	2000220
County	Clark, Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Traffic Signal Mods	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,450,000	
		Total Cost Programmed in TIP to Date:		\$1,450,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:		2021
Description:	Traffic signal modernization in various locations in the Seymour District on SR 60, SR 46, US 150, and US 31. Locations in KIPDA MPO area are: SR 60 @ Old 311 (Sellersburg); SR 60 @ Payne Kohler Road (Sellersburg); SR 60 @ I-65 NB (Sellersburg); SR 60 @ I-65 SB (Sellersburg); and US 150 @ Navilleton Road (Greenville).				
Purpose & Need:	To modernize the signals in order to meet current standards. All locations will need new backplates, heads, span/tether/catenary/overhead signage, conduit, and upgraded signal equipment in the cabinets. Navilleton intersection will need upgraded signal cabinet and new foundation.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following NHPP funds: \$1,305,000 (Federal) + \$145,000 (Other) = \$1,450,000 (Total)				
TIP Action:	Add Project				
MTP Action:	Add Project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2100047
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 150 Intersection Improvement of Old Vincennes Road / Lawrence Banet Road	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,226,000	
		Total Cost Programmed in TIP to Date:		\$1,334,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2026
Description:	Intersection improvement at the intersection of Old Vincennes Road/Lawrence Banet Road.				
Purpose & Need:	An intersection improvement project is recommended for US 150 and Lawrence Banet Road in Floyds Knobs, Floyd County, IN. This location has experienced higher than anticipated crash frequency and cost. The recommended alternative would reconfigure US 150 and Lawrence Banet Road as a median U-turn intersection, eliminating left turns at the intersection and installing U-turn access points on US 150.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with the following STBG-ST funds: \$667,200 (Federal) + \$166,800 (Other) = \$834,000 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Add Project				
MTP Action:	Add Project				
Exempt/Non-Exempt:	Exempt	Model Impact:	Reflect a 3-lane section in 2030, 2035, and 2040 scenarios. (Changes are related to KIPDA ID 2758)		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	05-80101.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1450	Total Estimated Cost in MTP (i.e. CK 2040):		\$8,630,000	
		Total Cost Programmed in TIP to Date:		\$8,630,000	
Funding Source:	State	Open to Public Date:		2027	
Description:	Improve safety and reduce congestion on KY 1450 (Blue Lick Road) between the intersection with KY 1526 (John Harper Way) and CR 1512A (Jeffie Lane). (2020CCN) Project may consider addition of a two-way left turn lane.				
Purpose & Need:	The following needs have been identified for this section of KY 1450, generally as a result of significant commercial and residential growth in the area: 1) To improve capacity, 2) To provide an improved highway that meets current safety design standards, 3) To enhance network connections, 4) To increase freight capacity, 5) To address recent and planned growth.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following State funds: \$0 (Federal) + \$1,045,000 (Other) = \$1,045,000 (Total)  FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$1,125,000 (Other) = \$1,125,000 (Total)  *FY 2024 Utility phase with the following State funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total)  *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$4,160,000 (Other) = \$4,160,000 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Modify TIP funding to add a project phase in the first four years of the TIP				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	2624	State ID:	05-03709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 3		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	<del>\$2,427,994</del> \$2,550,494	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of a 0.30 mile shared use path system along Algonquin Parkway between Beech Street and Cypress Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<p>FY 2022 Design phase with the following STBG-MPO funds: \$100,000 (Federal) + \$22,500 (Other) = \$122,500 (Total)</p> <p>*FY 2025 Right of Way phase with the following STBG-MPO funds: \$308,370 (Federal) + \$77,092 (Other) = \$385,462 (Total)</p> <p>*FY 2025 Utility phase with the following STBG-MPO funds: \$34,026 (Federal) + \$8,506 (Other) = \$42,532 (Total)</p> <p>*FY 2025 Construction phase with the following STBG-MPO funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</p>				

\*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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
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TIP Action:	Modify TIP funding to add a project phase in the first four years of the TIP				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model. Project changes are limited to funding changes only.		
Project Sponsor:	Louisville Metro	KIPDA ID:	2630	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 9		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$2,812,814 \$2,690,314	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of a 3.55 mile road diet system along Algonquin Parkway between 41st Street and Winkler Avenue.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following STBG-MPO funds: \$100,000 (Federal) + \$22,500 (Other) = \$122,500 (Total)  *FY 2025 Design phase with the following STBG-MPO funds: \$152,251 (Federal) + \$38,063 (Other) = \$190,314 (Total)  *FY 2025 Construction phase with the following STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)				
TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	2454	State ID:	N/A
County	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	TARC Purchase Two (2) 40' Buses		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$994,399	
Funding Source:	Grants for Buses and Bus Facilities Formula Program (Section 5339)		Open to Public Date:	2021	
Description:	Purchase two (2) forty-foot, low-floor diesel buses.				
Purpose & Need:	TARC will purchase two (2) diesel buses to replace existing buses that have far exceeded their expected minimum useful life.				
FY 20-25 TIP Funding:	FY 2021 Transit Capital phase with the following Section 5339 funds: \$795,519 (Federal) + \$198,880 (Other) = \$994,399 (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.

**Amendment 4**  
**Connecting Kentuckiana 2040 Metropolitan Transportation Plan**  
**FY 2020 - FY 2025 Transportation Improvement Program**  
**TPC Approval Scheduled for October 28, 2021**

TIP Action:	Remove Project				
MTP Action:	N/A - not in MTP				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	2462	State ID:	N/A
County	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	TARC Rehab Administrative Building		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$500,000	
Funding Source:	Grants for Buses and Bus Facilities Formula Program		Open to Public Date:	2021	
Description:	Rehabilitate an administrative facility with the goal of reducing operating costs by maintaining a state of good repair.				
Purpose & Need:	TARC will apply these funds to a rehabilitation project for an existing administrative building.				
FY 20-25 TIP Funding:	FY 2021 Transit Capital phase with the following Section 5339 funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (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.

## 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) 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 July 27 to discuss issues relative to amendment 4 of the MTP. It involved a review and discussion of the following items:

- (a) important dates in the schedule for the amendment;
  - September 17 -- Regional Emissions (Air Quality) Analysis completed
  - September 20 -- Public Review begins
  - October 13 -- Action by the Transportation Technical Coordinating Committee
  - October 28 -- Action by the Transportation Policy Committee



October 29 -- Documentation sent to review agencies for the federal conformity determination;

- (b) a draft list of projects—sent to the IAC 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 Projects

KIPDA staff had provided the IAC with a list of 17 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.

Points of discussion of the projects included:

- **KY 1450 projects in Bullitt County, KIPDA ID 2758 and KYTC 80101.00 projects:** These projects were created by the division of an older project on KY 1450 from the Bullitt County/Jefferson County line to John Harper Highway. It was noted that KIPDA ID 2758 (sponsored by Bullitt County) covers the northern portion of the older project (from the Bullitt/Jefferson County line to Jeffie Lane) and will remain a 4-lane project. The KYTC project (from Jeffie Lane to John Harper Highway) will be a 3-lane project.

- **INDOT I-64 Sherman Minton bridge projects, KIPDA IDs 2489, 2279, 2649, 2647, 2648, 2645, and 2646:** The second topic of discussion concerned a series of INDOT projects involving the I-64 Sherman Minton bridge and its approaches. There are a number of projects which represented parts of the overall project. Those projects are being removed and will be consolidated into a single overall project to replace them. FHWA-IN staff made the comment that KIPDA staff should consult with INDOT staff to be sure that the overall project includes information about the various improvements that were to be included in the projects being removed. In addition, information concerning funding for FY2024 was to be removed since it was not part of this TIP.
- **INDOT intersection projects, INDOT DES 2000220 and 2100048:** The next pair of projects to be discussed were INDOT DES 2000220, which is being removed, and INDOT DES 2100048, which is being added. The first project was to improve the traffic signals at a series of intersections. The latter is to construct a roundabout at the intersection of SR 60 and CR 311, one of the intersections which was to have its traffic signal improved under the first project. There were no questions or comments.
- **INDOT SR 64 project, INDOT DES 2100036:** The next project is to add travel lanes to SR 64 near the Georgetown community. This is considered to be a very straightforward project from the standpoint of modeling. There were no questions or comments.
- **INDOT US 150 and Lawrence Banet Rd intersection project, DES 2100047:** The next project is to improve the intersection of US 150 with Old Vincennes Road and Lawrence Banet Road. It was noted that there was no way to reflect this project in the modeling of Amendment 4. There were no questions or comments.
- **Louisville Metro Olmstead Parkways projects, KIPDA IDs 2624 and 2630:** The next two projects concern the Olmstead Parkways: Multi-use Path System. The projects are to modify the TIP funding to add a project phase in the first four years of the TIP. There were no questions or comments.
- **TARC Bus and Administration Building projects, KIPDA IDs 2454 and 2462:** The final two projects are sponsored by the Transit Authority of River City (TARC), the local transit provider. Both of these projects are being removed from the TIP. One of the projects involved the purchase of two full-size buses, and the other involved rehabilitation of TARC's administration building.

**Conclusion:** The IAC members, after discussing the details of the projects listed above, accepted the recommendations concerning the incorporation of these project as described in the documentation into the regional emissions analysis.

### Discussion of the Conformity Analysis

The following items of the conformity analysis were discussed.

- (1) KIPDA staff discussed the key components of the conformity analysis that are expected to be presented to the KIPDA TPC in May. The analysis years will be the ones that were used when the existing MTP was previously amended. The analysis years will be 2025, 2030, 2035, and 2040.
- (2) 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 2025, 2030, 2035, and 2040 travel model scenarios, *Connecting Kentuckiana 2040* will demonstrate conformity to both the 1997 and 2015 8-Hour Ozone Standards.
- (3) The pollutants of concern for the analysis 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.
- (4) The newest version of the MOVES emissions model, MOVES 3.0, 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.)

### SIP Status Discussion

A topic which had been raised during consultation for Amendment 3 was the status the two new State Implementation Plans (SIPs). These SIPs are being or about to be developed to address the need for a new maintenance plan for the 1997 Ozone standard and for the 2015 Ozone standard. The consultation meeting for Amendment 4 was an opportunity to hear an update concerning the status for the two new SIPs.

LMAPCD staff provided a presentation concerning the two SIPs which are presently under development. One of these SIPs is the second maintenance SIP for the 1997 Ozone standard. (The first maintenance SIP was developed years ago when the 1997 Ozone standard was first achieved.) The second maintenance SIP was originally scheduled to be completed some years ago but was not because EPA rescinded the 1997 ozone standard, and at that time that happened, it seemed that it would not be necessary to develop the second maintenance SIP. However, the courts overturned some of EPA’s actions concerning the 1997 Ozone standard (the case known as South Coast II). So, the second maintenance SIP is now under development and should be finished soon.

The other SIP is being developed to meet the requirements relative to the 2015 Ozone standard. At this time, air monitoring data has indicated that the 2015 standard has not been met. The steps that need to be undertaken in the future may depend partially on whether the monitoring data for the remainder of the “ozone season” for this year is sufficiently “clean” to justify a clean air finding. Regardless of that situation, the local area is likely to have its nonattainment status changed from marginal to moderate. This change, along with the results of the monitoring data, will affect the steps to be taken to address the needs for the 2015 ozone standard SIP.

#### Other items for discussion

KIPDA staff offered the opportunity for any other business or questions to be brought to the IAC. 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 March 4, 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 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 two changes of note to the KIPDA travel demand forecasting model.

- (1) First, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed in the last few years. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.
- (2) During 2017 and 2018, 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 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 (NO<sub>x</sub>). 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 NO<sub>x</sub> for 2003 (the attainment year) and 2020 (the last year of the maintenance plan). Since the attainment year and the last year of the maintenance plan are now in the past, those years are no longer included in the analysis.

In order to have the required analysis years, several changes were made in recent years. Years have been added to the list of analysis years, and later, when those years were passed, they were removed. When the MTP was updated in 2020, the horizon year of the plan was 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 moves to the past. This year 2020 moved to the past, and it was removed from the list of analysis years. This left the years 2025, 2030, 2035, and 2040 as analysis years.

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

1997 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
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. The data being used for the Indiana counties has been updated to 2017, and the data being used for the Kentucky counties is for 2018. These data represent the most recent information available for this issue.

**Conclusion: Based on a consensus of the IAC 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 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.

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

Also, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to

include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

### *Calculation of Travel-Related Information*

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

### KIPDA Travel Demand Forecasting Model

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

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated recently. This update established 2015 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, information from the 2000 KIPDA Household Travel Survey had been previously incorporated. Information from 2010 Census, the 2012-2016 American Community Survey, the 1990 and 1995 National Personal Transportation Surveys, and the 2001 and 2009 National Household Travel Surveys was incorporated to update the previous source data, particularly the 2000



KIPDA Household Travel Survey. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time) for each of the main trip purposes used in the model; and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2015. The updated travel model was used in the regional emissions analysis.

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

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

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

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

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

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

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

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

#### Adjustment Factors for Travel Model Output

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

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

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

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

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

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

### *Calculation of Pollutant/Precursor Emissions*

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff provided adjusted travel model output data in the form of vehicle-miles-traveled (VMT), VMT by speed bin, and VMT fractions by speed bin by county and by MOBILE 6 facility type to the staff of the Louisville Metro Air Pollution Control District (LMAPCD). LMAPCD staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). They then provided these estimates to KIPDA staff. This analysis is explained below in further detail in the section below.

### MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NO<sub>x</sub>. The emission estimates for VOCs and NO<sub>x</sub> were determined using the MOVES 3.0 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 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 NO<sub>x</sub> using the MOVES model. To review, the following steps were undertaken.

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

## RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2040*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NO<sub>x</sub> motor vehicle emission budgets.

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

### 8-hour Ozone Analysis

The eight-hour ozone maintenance SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NO<sub>x</sub> 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 2025, 2030, 2035 and 2040, the summer weekday VOC and NO<sub>x</sub> 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 (in 1000's of vmt/day)</b>			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2025</b>	<b>7894</b>	<b>27297</b>	<b>35191</b>
<b>2030</b>	<b>8425</b>	<b>28719</b>	<b>37144</b>
<b>2035</b>	<b>8953</b>	<b>30053</b>	<b>39006</b>
<b>2040</b>	<b>9440</b>	<b>31183</b>	<b>40623</b>

**TABLE 2**

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2025	Regional	6968	18524	YES
2030		4942	14492	YES
2035		4342	13553	YES
2040		4174	13821	YES

NOTE: The criteria for conformity are as follows:

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.

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 4  
FY 2020-2025 Transportation Improvement Program Amendment 4  
Interagency Consultation Group Conference Call Meeting Minutes  
July 27, 2021  
10:00 AM EDT**

**Participants:**

EPA – Dianna Myers, Richard Wong, Will Carpenter, & Anthony Maietta

FHWA – Bernadette Dupont & Erica Tait

INDOT – Jay Mitchell

IDEM – Shawn Seals

KYTC – Tom Hall, Larry Chaney, & Grant Williams

LMAPCD – Michelle King, Byron Gary, & Craig Butler

TARC – Aida Copic

KIPDA – Andy Rush, Greg Burress, Randy Simon, & Nick Vail

**Welcome/Roll Call:**

A total of 19 participants, representing eight local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 4 of KIPDA's *Connecting Kentuckiana 2040* Metropolitan Transportation Plan and the FY 2020-2025 Transportation Improvement Program. The meeting began shortly after 10:00 AM EDT on July 27, 2021.

**Schedule Discussion:**

KIPDA staff discussed key dates (shown below) of the anticipated schedule for the amendment. It was mentioned that there will be multiple activities (including the travel demand modeling and MOVES

modeling) as part of the conformity analysis. Also, there will be a public meeting (in-person or zoom) during the public review period.

Key Dates for the schedule for Amendment 4

Project applications due from sponsors --	June 28
KIPDA staff reviews projects --	June 29 – July 16
Air Quality conformity activities --	July 19 – Sept. 17
Public Comment period --	Sept. 20 – Oct. 4
Comments sent to the Transportation Policy Committee --	Oct. 7
Transportation Technical Coordinating Committee recommendation --	Oct. 13
Transportation Policy Committee action --	Oct. 28
Federal review --	Oct. 29 – Nov. 29

**Project Discussion:**

KIPDA Staff presented the list of seventeen (17) projects that are included in Amendment 4. The following projects were highlighted.

The discussion started with the KIPDA ID 2758 and KYTC ID 80101.00 projects. These projects were created by the division of an older project on KY 1450 from the Bullitt/Jefferson County line to John Harper Highway. It was noted that KIPDA ID 2758 (sponsored by Bullitt County) covers the northern portion of the older project (from the Bullitt/Jefferson County line to Jeffie Lane) and will remain a 4-lane project. The KYTC project (from Jeffie Lane to John Harper Highway) will be a 3-lane project.

The second topic of discussion concerned a series of INDOT projects involving the I-64 Sherman Minton bridge and its approaches. There are a number of projects which represented parts of the overall project. Those projects are being removed and will be consolidated into a single overall project to replace them. Erica Tait (FHWA-IN) made the comment that KIPDA staff should consult with INDOT staff to be sure that the overall project includes information about the various improvements that were to be included in the projects being removed. In addition, information concerning funding for FY2024 was to be removed since it was not part of this TIP.

The next pair of projects to be discussed were INDOT DES 2000220, which is being removed, and INDOT DES 2100048, which is being added. The first project was to improve the traffic signals at a series of intersections. The latter is to construct a roundabout at the intersection of SR 60 and CR 311, one of the intersections which was to have its traffic signal improved under the first project. There were no questions or comments.

The next project is to add travel lanes to SR 64 near the Georgetown community. This is considered to be a very straightforward project from the standpoint of modeling. There were no questions or comments.

The next project is to improve the intersection of US 150 with Old Vincennes Road and Lawrence Banet Road. It was noted that there was no way to reflect this project in the modeling of Amendment 4. There were no questions or comments.

The next two projects concern the Olmstead Parkways: Multi-use Path System. The projects are to modify the TIP funding to add a project phase in the first four years of the TIP. There were no questions or comments.

The final two projects are sponsored by the Transit Authority of River City (TARC), the local transit provider. Both of these projects are being removed from the TIP. One of the projects involved the purchase of two full-size buses, and the other involved rehabilitation of TARC's administration building.

#### **Conformity Analysis Discussion:**

KIPDA Staff discussed the key components of the conformity analysis that is expected to be presented to the KIPDA TPC in October. The analysis years for the regional emissions analysis will be 2025, 2030, 2035, and 2040 (the horizon year of the MTP). The regional emissions estimates for all scenarios will be compared to Year 2020 Budgets established for the ozone precursors. Further, there are no TCMs in a SIP for the local area.

It was noted that MOVES 3 was used for the previous MTP/TIP amendment. It will also be used for this amendment.

**SIP Status Discussion:**

LMAPCD staff provided a presentation concerning the two SIPs which are presently under development. One of these SIPs is the second maintenance SIP for the 1997 Ozone standard. (The first maintenance SIP was developed years ago when the 1997 Ozone standard was first achieved.) The second maintenance SIP was originally scheduled to be completed some years ago but was not because EPA rescinded the 1997 ozone standard, and at that time that happened, it seemed that it would not be necessary to develop the second maintenance SIP. However, the courts overturned some of EPA's actions concerning the 1997 Ozone standard (the case known as South Coast II). So, the second maintenance SIP is now under development and should be finished soon.

The other SIP is being developed to meet the requirements relative to the 2015 Ozone standard. At this time, air monitoring data has indicated that the 2015 standard has not been met. The steps that need to be undertaken in the future may depend partially on whether the monitoring data for the remainder of the "ozone season" for this year is sufficiently "clean" to justify a clean air finding. Regardless of that situation, the local area is likely to have its nonattainment status changed from marginal to moderate. This change, along the results of the monitoring data, will affect the steps to be taken to address the needs for the 2015 ozone standard SIP.

**Other Discussion:**

KIPDA staff offered the opportunity for any other business or questions to be brought before the IAC. There was no other business discussed. The conference call adjourned at approximately 10:30 AM EDT.

**Amendment 4 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025**  
**Transportation Improvement Program**  
**Public Comments**

**Project Name:** SR 60 Intersection Improvement, Roundabout  
**KIPDA ID:** 2964  
**Project Sponsor:** INDOT

**Comments:** “Generally I approve of roundabouts – but the devil is in the details, so please make sure this design accommodates walkers and bikers.”

**Project Name:** SR 64 Added Travel Lane  
**KIPDA ID:** 2967  
**Project Sponsor:** INDOT

**Comments:** “13 million for a road expansion project here is a waste. Instead it should be to build safe ways to allow better walking and e-bike access for nearby neighborhoods to get where they need to without adding to the car traffic.”

“I strongly disapprove of this project – it is fiscally irresponsible and environmentally irresponsible. It will induce more car traffic and encourage development to spread to undeveloped land – instead of encouraging infill of existing developed land.”

**Project Name:** KY 1450  
**KIPDA ID:** 2966  
**Project Sponsor:** KYTC

**Comments:** “Disapprove of this. This is a waste of millions of dollars that could instead go to making this road slower, more reliable, and safer for those nearby. Improving sidewalks and making a multi-use path would be much better for residents.

“I do not support this project. It will simply induce MORE demand for travel and bring more cars and development here and further out. Do not waste our money to erode development in the core city and further develop green space, which we need to conserve.”

**Project Name:** TARC Rehab Administration Building  
**KIPDA ID:** 2462  
**Project Sponsor:** TARC

**Comments:** “Cannot comment on this until we know the reason for the removal, which is not visible in this map nor the amendment 4 information packet. Is it because TARC does not need this funding, or has found another solution? Or because KYTC has shifted goals?

**Project Name:** TARC Purchase Two (2) 40' Buses  
**KIPDA ID:** 2454  
**Project Sponsor:** TARC

**Comments:** "Cannot comment on this until we know the reason for the removal, which is not visible in this map nor the amendment 4 information packet. Is it because TARC does not need this funding, or has found another solution? Or because KYTC has shifted goals?"

**Project Name:** KY 1450 Blue Lick Road  
**KIPDA ID:** 2758  
**Project Sponsor:** Bullitt County

**Comments:** "Disapprove. This is a lot of money to be spent on a road widening for cars that is not needed and negatively impact low income and minorities and others living nearby."

"Please do not widen this road. Widening this road will cause further development to spread outward – and will discourage investment in the city that already has infrastructure. We need to save green space and save undeveloped parcels from development."

**Project Name:** I-64 Sherman Minton Corridor Maintenance  
**KIPDA ID:** 2533  
**Project Sponsor:** INDOT

**Comments:** "Can this huge amount of funding include 1-2% on other modes (bikes, ebikes, scooters, walking) of getting across this vital west end bridge for those in west Louisville who can't afford cars? Would help with job and retail access for low income residents."

"This project should be revised to include multi modes – this is a LOT of money to be spending only on car travel. Do not approve of this project unless there is accommodation in the design for bikes and walking."

**Project Name:** Olmstead Parkways Multi-Use Path System  
**KIPDA ID:** 2630  
**Project Sponsor:** Louisville Metro

**Comments:** "Strongly support this idea to make this parkway, instead of the expressway it is! This multi-use path will improve job, retail, and recreation access for low-income residents all along the parkway who can't afford a car."

"Wonderful! Let's bump this one up to the top of the list."

"Strongly support this project – as long as there is a SEPERATED lane and space for cyclists and bicyclists."

**Project Name:** Olmstead Parkways Multi-Use Path System Section 3

**KIPDA ID:** 2624

**Project Sponsor:** Louisville Metro

**Comments:** “Strongly support this idea to make this parkway, instead of the expressway it is! This multi-use path will improve job, retail, and recreation access for low-income residents all along the parkway who can’t afford a car.”



*Area Agency on Aging and Independent Living  
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**Agenda Item #6**

**MEMORANDUM**

**TO:** Transportation Technical Coordinating Committee  
**FROM:** Nick Vail  
**DATE:** October 19, 2021  
**SUBJECT:** Amendment 5 to the MTP and TIP

KIPDA has received several project changes that must be processed via amendment. All of the projects are exempt in terms of air quality impact which will allow staff to expedite Amendment 5 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the FY 2020-2025 Transportation Improvement Program (TIP). Staff will discuss the schedule for Amendment 5 (attached).

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**Agenda Item #7**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Andy Rush  
**DATE:** October 21, 2021  
**SUBJECT:** 2022 TPC Officers Nominating Committee

The Transportation Policy Committee bylaws establish that new officers are to be selected each year. A nominating committee consisting of existing TPC members will be established to assist in the process of nominating a Chairperson and Vice Chairperson for 2022.

It is expected that the selection of the 2022 TPC Officers will occur at the November 23<sup>rd</sup> TPC meeting.

**Action is requested.**

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**Agenda Item #8**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** David Burton

**DATE:** October 18, 2021

**SUBJECT:** Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update Draft Goals and Objectives

At their August 26, 2021 meeting, the Transportation Policy Committee (TPC) established a working group tasked with reviewing existing Metropolitan Transportation Plan (MTP) goals and objectives, discussing revisions, and proposing for Committee consideration an updated set of goals and objectives for the Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update (CK 2050).

With participation from TARC, Jeffersontown, Louisville Metro, Oldham County, Floyd County, Bullitt County, Middletown, and Jeffersonville, the TPC Goals & Objectives Working Group met virtually on October 6, 2021 to discuss recommended changes initially proposed by staff. The Working Group completed their task on October 18, 2021 and forwarded a draft of the CK 2050 Goals and Objectives for review and approval by the TPC (please see attachment).

The initial staff recommendation proposed changes to the current MTP goals and objectives that considered recent public input, fresh concepts in transportation planning, performance-based planning requirements, and other goals and planning emphasis outlined by the USDOT. The proposed goals and objectives are also written so they transition more seamlessly from one MTP to the next.

The goals and objectives for the CK 2050 MTP Update will be the common thread to tie project-level investments into a cohesive MTP. They will also form the basis for how the projects are evaluated for performance impacts.

**Action is requested to adopt the TPC Goals and Objectives Working Group proposal.**

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## Connecting Kentuckiana 2050

### Revised Goals and Objectives

#### **Ensure safety for all users of the transportation system.**

- Stabilize and decrease serious injury crashes and fatalities.
- Reduce bicycle and pedestrian related crashes.
- Increase safety on fixed route transit and paratransit.
- Increase transportation safety through Intelligent Transportation System solutions.

#### **Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.**

- Support improved modal connectivity in pedestrian, bicycle, and transit projects that contribute to cleaner air.
- Prioritize roadway projects that enhance existing infrastructure operations and support connection to other modes.
- Promote environmental sustainability and protect historic, natural, and cultural resources.
- Reduce disruption to travel by limiting encroachment into environmentally sensitive areas negatively impacted by weather events and climate change.
- Improve air quality by reducing carbon-based vehicle miles traveled.

#### **Foster an accessible and equitable transportation system.**

- Reduce auto-dependent access and increase transportation options to employment, education, and healthcare.
- Minimize disproportionate burdens and ensure equitable benefits from transportation investments in areas with high minority and low-income population.
- Implement innovative outreach strategies to marginalized communities.
- Support commute programs such as telework, staggered work hours, carpool, vanpool, and transit.

#### **Leverage transportation investments to support regional and local economic growth.**

- Support access to work by maintaining or improving reasonable travel time on the region's transportation infrastructure.
- Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment.
- Enhance multi-modal access to major employment centers and areas with anticipated employment growth.
- Strengthen coordination between transportation and land use planning.

**Create a modern, innovative, and efficient roadway system.**

- Maintain or improve travel time on freeway and interstate roadways.
- Maintain or improve travel time on arterial roadways.
- Stabilize and decrease vehicle miles traveled.
- Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technology.
- Explore innovative management and operation strategies.

**Expand public transit and non-single occupant vehicle travel throughout the region.**

- Improve access to transit.
- Prioritize transit service to employment, schools, and other activity centers.
- Increase ridesharing by expanding vanpooling, carpooling, and similar strategies.

**Expand active transportation options with connected pedestrian and bicycle infrastructure.**

- Increase access to pedestrian facilities and continuity of the system.
- Increase access to and utilization of bicycle facilities.
- Increase or improve existing bicycle and pedestrian access to transit.
- Support innovative active transportation and shared micromobility strategies.

**Support the reliable movement of freight.**

- Reduce delay and improve reliability for trucks traveling on interstates, freeways, and arterials.
- Improve truck access to freight destinations.
- Safely integrate freight mobility with other transportation modes.

**Implement resilient infrastructure.**

- Improve pavement condition.
- Improve bridge condition.
- Reduce the percentage of transit fleet exceeding the useful life benchmark and maintain the condition of transit facilities.
- Increase system reliability on fixed route transit and paratransit.
- Prioritize resiliency strategies to extend the life span and functionality of the transportation system.
- Add redundant infrastructure to increase system resiliency.
- Integrate climate change considerations into asset management.

\*Objectives in blue have federal performance measures



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

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Nick Vail  
**DATE:** October 14, 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 and Kentucky project sponsors. Staff received cost increase requests from Indiana and Kentucky project sponsors. Since the requests for funding exceeded the available balance in Indiana, a TTCC Working Group was convened to develop a recommendation. Please see the attachments for more information.

**Action is requested for TPC to approve the cost increases and phase shifts requested by Indiana and Kentucky project sponsors.**

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Agenda Item #10a

Indiana Cost Increases						
Available Balance: \$145,872						
Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Increase
Clarksville	Riverside Drive	2393	1700725	Surface Transportation Block Grant (STBG-MPO)	FY22 Preliminary Engineering	\$107,000
New Albany	East Main Street	2392	1700730	Surface Transportation Block Grant (STBG-MPO)	FY22 Construction	\$38,872
Total						\$145,872

Kentucky Cost Increases Available Balance: \$6,543,229						
Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Increase
Louisville Metro	Hubbards Lane	384	05-00479.00	Surface Transportation Block Grant (STBG-MPO)	FY22 Construction	\$900,000
Louisville Metro	River Road	163	05-00091.02	Surface Transportation Block Grant (STBG-MPO)	FY22 Construction	\$4,400,000
Oldham County	Buckner Connector	1808	05-00754.00	Surface Transportation Block Grant (STBG-MPO)	FY22 Utilities	\$28,400
University of Louisville	Campus Improvements	2150	05-08805.00	Surface Transportation Block Grant (STBG-MPO)	FY22 Utilities	\$506,000
					Total	\$5,834,400

Sponsor	KIPDA ID	State ID	Project Name	Phase	Shift
Jeffersontown	2774	TBD	Galene Drive/Sprowl Road Collector Extension	Planning	FY21 to FY22
Jeffersontown	1582	05-3031.00	Watterson Trail Phase I	Design	FY21 to FY22
Jeffersontown	1582	05-3031.00	Watterson Trail Phase I	Construction	FY21 to FY22
Jeffersontown	1583	05-518.00	Watterson Trail Phase 2	Right of Way	FY21 to FY22
KYTC	188	05-353.00	English Station Road	Construction	FY21 to FY22
KYTC	2214	05-536.00	KY 1931	Right of Way	FY21 to FY22
KYTC	1271	05-441.00	US 42	Construction	FY21 to FY22
Louisville Metro	1662	05-529.00	AB Sawyer Greenway Shared Use Path	Utilities	FY21 to FY22
Louisville Metro	1662	05-529.00	AB Sawyer Greenway Shared Use Path	Construction	FY21 to FY22
Louisville Metro	1353	TBD	Baxter/Bardstown Premium Transportation Corridor - Section 1	Construction	FY21 to FY22
Louisville Metro	2239	05-3212.00	Cannons Lane	Utilities	FY21 to FY22
Louisville Metro	2239	05-3212.00	Cannons Lane	Construction	FY21 to FY22
Louisville Metro	223	05-404.01	Cooper Chapel Road Phase 3	Utilities	FY21 to FY23
Louisville Metro	2064	05-80053.10	East Market Street Streetscape Improvements	Construction	FY21 to FY22
Louisville Metro	2897	TBD	Hikes Lane Rehabilitation	Construction	FY21 to FY22
Louisville Metro	384	05-479.00	Hubbards Lane	Utilities	FY21 to FY22
Louisville Metro	384	05-479.00	Hubbards Lane	Construction	FY21 to FY22
Louisville Metro	224	05-378.10	I-65	Utilities	FY21 to FY24
Louisville Metro	2539	05-3034.00	Louisville Loop Shared Use Path - McNeely Lake Park Segment	Design	FY21 to FY22
Louisville Metro	2388	05-758.00	Main Street/Story Avenue Intersection	Right of Way	FY21 to FY22
Louisville Metro	2269	05-3030.20	Northeast Louisville Loop MET Section 2	Utilities	FY21 to FY22
Louisville Metro	2269	05-3030.20	Northeast Louisville Loop MET Section 2	Construction	FY21 to FY22
Louisville Metro	2271	05-3030.40	Northeast Louisville Loop MET Section 4	Right of Way	FY21 to FY22
Louisville Metro	2622	05-3709.00	Olmsted Parkways Multi-Use Path System Section 1	Construction	FY21 to FY22
Louisville Metro	2627	TBD	Olmsted Parkways Multi-Use Path System Section 6	Design	FY21 to FY22
Louisville Metro	2628	TBD	Olmsted Parkways Multi-Use Path System Section 7	Design	FY21 to FY22
Louisville Metro	2629	TBD	Olmsted Parkways Multi-Use Path System Section 8	Design	FY21 to FY22
Louisville Metro	2540	05-2317.00	River Road Multi-Modal Improvements - 3rd Street to 7th Street	Construction	FY21 to FY22
Middletown	2228	05-3221.00	Bliss Avenue	Construction	FY21 to FY22

Middletown	2229	05-3222.00	Wetherby Avenue	Construction	FY21 to FY22
Oldham County	1808	05-754.00	Buckner Connector	Utilities	FY21 to FY22
Oldham County	1808	05-754.00	Buckner Connector	Construction	FY21 to FY22
Oldham County	1877	05-542.00	KY 329	Utilities	FY21 to FY22
Oldham County	321	05-434.00	LaGrange Underpass West of LaGrange	Utilities	FY21 to FY22
Oldham County	2236	05-757.00	Spring Hill Trace Sidewalk	Construction	FY21 to FY22
University of Louisville	2150	05-8805.00	Campus Improvements	Design	FY21 to FY22
University of Louisville	2225	05-3218.00	University of Louisville Pedestrian Improvements - Lighting	Construction	FY21 to FY22
University of Louisville	2585	05-3220.00	University of Louisville Pedestrian Improvements - ADA Curb Cuts & Ramps	Construction	FY21 to FY22
University of Louisville	2150	05-8805.00	Campus Improvements	Design	FY21 to FY22





*Area Agency on Aging and Independent Living  
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**Agenda Item #10**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Andy Rush  
**DATE:** October 21, 2021  
**SUBJECT:** I-65 Corridor Study

KIPDA and KYTC are pleased to announce the completion of the I-65 Corridor Study. This study was a significant planning effort that examined the portion of the I-65 Corridor from I-264 to Downtown Louisville. The study thoroughly examined existing and future traffic conditions, as well as the existing safety and maintenance conditions along the corridor.

A series of safety and operational improvement recommendations were made as part of this study. These include the lengthening of certain ramps and the removal of others to improve safety and operations, the modification of several of the intersections of the ramps with the surface streets, among other improvements.

John Callihan, from AECOM, led the consultant team that worked on this project on behalf of KYTC and KIPDA. John will present the study's findings to the committee.

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**Agenda Item #11**

**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: October 21, 2021

SUBJECT: Administrative Modification 21 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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Revise Project Name & Description				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2978	State ID:	2100834
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 Small Structure Pipe Lining over E SR <del>335</del> 135	Funding Source:	National Highway System (NHS)	Open to Public Date:	2026
Total Estimated Project Cost:	\$330,500		Total Cost Programmed in TIP to date:	\$130,000	
Description:	Small structure pipe lining <del>4.5 miles E of SR 335</del> over E SR 135				
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. Heavy corrosion and pitting is occurring in the flow line, and sediment has built up in the flow line.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with NHS funds: \$117,000 (Federal) + \$13,000 (Other) = \$130,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2545	State ID:	1700209
County	Floyd	Parent ID:	N/A	Group ID:	2678
Project Name:	US 150 & Maple Road	Funding Source:	Surface Transportation Block Grant (STBG-ST)	Open to Public Date:	2023 2022
Total Estimated Project Cost:	\$872,745		Total Cost Programmed in TIP to date:	\$872,745	
Description:	Intersection improvement with added turn lanes at US 150 and Maple Road in Floyd County.				
Purpose & Need:	Intersection improvement with added turn lanes.				
FY 20-25 TIP Funding:	<div><div><del>FY 2020 Right of Way phase with STBG-ST funds:</del> <del>\$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del></div><div>FY 2022 Right of Way phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</div><div><del>FY 2022 Utilities phase with STBG-ST funds:</del> <del>\$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</del></div><div>FY 2022 Utilities phase with STBG-ST funds: \$48,000 (Federal) + \$12,000 (Other) = \$60,000 (Total)</div><div><del>FY 2022 Construction phase with STBG-ST funds:</del> <del>\$575,848 (Federal) + \$143,962 (Other) = \$719,810 (Total)</del></div><div>FY 2023 Construction phase with STBG-ST funds: \$575,848 (Federal) + \$143,962 (Other) = \$719,810 (Total)</div></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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	2774	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Galene Drive/Sprowl Road Collector Extension	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2028
Total Estimated Project Cost:	\$3,250,500		Total Cost Programmed in TIP to date:	\$375,000	
Description:	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.				
Purpose & Need:	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.				
FY 20-25 TIP Funding:	FY 2021 Planning phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)  FY 2022 Planning phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Jeffersontown	KIPDA ID:	1582	State ID:	05-3031.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase I	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023 2022
Total Estimated Project Cost:	\$5,032,011		Total Cost Programmed in TIP to date:	\$5,032,011	
Description:	Construct new curb and gutters as well as all new sidewalks on both sides of Watterson Trail from Billtown Road to Old Taylorsville Road and including ADA Compliant Ramps and MUTCD crosswalks at each street intersection. The proposed sidewalks will be a minimum of 5 feet wide and will exceed that in many areas. The project will relocate the overhead utilities to the secondary streets of Peach Street and Neal Street. New street lights will be constructed along the route in order to provide improved pedestrian and vehicular safety. Enhanced landscaping will also be installed in order to address the heat island effect and ozone alert days and improve air quality.				
Purpose & Need:	Citizens have voiced concern about the narrow sidewalks along the project corridor as well as the various tripping hazards created by the sidewalks and utility guy wires and poles. The current sidewalks are approximately 4 feet wide and do not meet current code requirements of 5 feet minimum. Relocating the overhead utilities will help create an expanded pedestrian zone there by creating a buffer between the pedestrians and the vehicular travel lane of Watterson Trail. The project will upgrade the pedestrian crossings with ADA Compliant ramps and tactile warning mats.				
FY 20-25 TIP Funding:	<div><del>FY 2021 Design phase with STBG-MPO funds:</del> <del>\$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</del></div> <div>FY 2022 Design phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</div> <div><del>FY 2021 Construction phase with CRRSAA-MPO funds:</del> <del>\$370,707 (Federal) + \$0 (Other) = \$370,707 (Total)</del></div> <div><del>FY 2021 Construction phase with STBG-MPO funds:</del> <del>\$2,548,876 (Federal) + \$579,290 (Other) = \$3,128,166 (Total)</del></div> <div>FY 2022 Construction phase with CRRSAA-MPO funds: \$370,707 (Federal) + \$0 (Other) = \$370,707 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$2,548,876 (Federal) + \$579,290 (Other) = \$3,128,166 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Jeffersontown	KIPDA ID:	1583	State ID:	05-518.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Phase II	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$2,456,850		Total Cost Programmed in TIP to date:	\$2,456,850	
Description:	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Parkway to Maple Road and widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Road to Ruckriegel Parkway. Project will construct sidewalks on both sides of each roadway segment along with new curb and gutters. The project will also create on-street parking along one side of each segment. The project will also include landscape enhancements as well as pedestrian street lighting.				
Purpose & Need:	Citizens have expressed desire to improve pedestrian safety and circulation along this corridor as well as address congestion at the Ruckriegel Parkway/Watterson Trail intersection. An additional lane width is desired in order to provide adequate turning movement and on-street parking demands.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with STBG-MPO funds: \$107,819 (Federal) + \$26,955 (Other) = \$134,774 (Total)</div> <div>FY 2021 Right of Way phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$156,181 (Federal) + \$39,045 (Other) = \$195,226 (Total)</div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$352,000 (Federal) + \$88,000 (Other) = \$440,000 (Total)</div> <div>FY 2023 Construction phase with STBG-MPO funds: \$1,232,000 (Federal) + \$308,000 (Other) = \$1,540,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	188	State ID:	05-00353.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	English Station Road	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$12,445,300		Total Cost Programmed in TIP to date:	\$11,874,300	
Description:	Widen English Station Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Aiken Road to Avoca Road. The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. From MP 0.457 to MP 1.232.				
Purpose & Need:	The purpose of this project is to provide a wider roadway configuration to improve safety, increase capacity and elevate level of service. Project will improve the safety of the rail crossing and enhance bike and pedestrian network. Due to the two lane configuration and the numerous developments and entrances along the roadway, traffic operations are adversely impacted by vehicles making left turns along this congested corridor. Sight distance in the sag near Chenoweth Run and the crest near the railroad at the northern terminal of the project do not meet the 35 mph design speed criteria. The corridor is a high accident area. The existing roadway surface shows excessive wear with several sections having significant base failures that are not remedied by typical pavement resurfacing. The corridor is heavily traveled by trucks accessing a nearby rock quarry on Old Henry Road and school buses going to the Jefferson Public Schools maintenance facility on East Aiken. Several of the entrances have rutting on the shoulders with drop offs resulting from turning radii not adequate for truck turning movements. Rail crossing is substandard. There are gaps in the bike and pedestrian network. CHAF ID - IP20170032				
FY 20-25 TIP Funding:	FY 2021 Construction phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$6,408,000 (Federal) + \$0 (Other) = \$6,408,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2214	State ID:	05-00536.00
County	Jefferson	Parent ID:	446	Group ID:	N/A
Project Name:	KY 1931	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2027
Total Estimated Project Cost:	\$21,640,000		Total Cost Programmed in TIP to date:	\$21,640,000	
Description:	Widen KY 1931 (Manslick Road) from 2 to 3 lanes from US 31W (Dixie Highway) to Doss High School. (2014BOP). Project length is 1.739 miles. CHAF IP20080220.				
Purpose & Need:	The purpose of the project is to improve safety, local traffic operations, and mobility for all modes along KY 1931 (Manslick Road) from Dixie Highway (US 31W) to Doss High School. The Critical Rate Factor (CRF) along this segment is greater than 1.0 and over half of the crashes throughout the corridor are rear end collisions, with the next highest type being angle crashes at 20%. This segment experiences congested traffic operations. The KY 1931 corridor links US 31W an Urban Principal Arterial to I-265. Medium density commerical and residential uses abut this segment.				
FY 20-25 TIP Funding:	<div>FY 2021 Right of Way phase with STBG-MPO funds: <del>\$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</del></div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$1,220,000 (Federal) + \$0 (Other) = \$1,220,000 (Total)</div> <div>*FY 2025 Construction phase with STBG-MPO funds: \$10,780,000 (Federal) + \$0 (Other) = \$10,780,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1662	State ID:	05-529.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	A.B. Sawyer Shared Use Path	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$3,011,667		Total Cost Programmed in TIP to date:	\$3,011,667	
Description:	Design and construct shared-use path through A.B. Sawyer Park along Middle Fork Beargrass Creek to Dorsey Lane and connecting to surrounding neighborhoods including an underpass, bridge, and site amenities; and construction of pedestrian facilities along Hurstbourne Pkwy from Middle Fork of Beargrass Creek bridge to Ormsby Station Rd. including a bridge over Middle Fork Beargrass Creek.				
Purpose & Need:	To improve pedestrian and bicycling access and connect park resources with residential neighborhoods.				
FY 20-25 TIP Funding:	<div><del>FY 2021 Utilities phase with STBG-MPO funds: \$30,000 (Federal) + \$75,000 (Other) = \$105,000 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$30,000 (Federal) + \$75,000 (Other) = \$105,000 (Total)</div> <div><del>FY 2021 Construction phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$2,300,000 (Federal) + \$0 (Other) = \$2,300,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	1353	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Baxter/Bardstown Premium Transportation Corridor - Section 1	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2030
Total Estimated Project Cost:	\$11,600,000		Total Cost Programmed in TIP to date:	\$2,750,000	
Description:	The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.				
Purpose & Need:	The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.				
FY 20-25 TIP Funding:	<del>FY 2021 Construction phase with STBG-MPO funds:</del> <del>\$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2239	State ID:	05-3212.00
County	Jefferson	Parent ID:	05-3212.00	Group ID:	2673
Project Name:	Cannons Lane	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$980,000		Total Cost Programmed in TIP to date:	\$980,000	
Description:	Construction of sidewalk along Cannons Lane between Willis Avenue and Bowman Field (Seneca Loop), 1.0 miles.				
Purpose & Need:	To provide pedestrian access connecting existing sidewalks and paths at Willis and Cherokee Park to the Seneca Loop path. All sidewalks will be constructed in accordance with the Americans with Disabilities Act (ADA) requirements.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: \$5,000 (Federal) + \$0 (Other) = \$5,000 (Total)</div> <div><del>FY 2021 Utilities phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</div> <div><del>FY 2021 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	223	State ID:	05-00404.01
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Cooper Chapel Road Phase 3	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$28,555,103		Total Cost Programmed in TIP to date:	\$28,555,103	
Description:	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.				
Purpose & Need:	The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E. The roadway construction will provide access to an area that recently received sanitary sewers and city water service.				
FY 20-25 TIP Funding:	<div><div>FY 2021 Utilities phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</div><div>FY 2023 Utilities phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</div><div>FY 2023 Construction phase with STBG-MPO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</div></div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2064	State ID:	05-80053.10
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	East Market Street Streetscape Improvements	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$12,000,000		Total Cost Programmed in TIP to date:	\$12,000,000	
Description:	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.				
Purpose & Need:	This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
FY 20-25 TIP Funding:	<del>FY 2021 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)				
TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Louisville Metro	KIPDA ID:	2897	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	2675
Project Name:	Hikes Lane Rehabilitation	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022 <del>2021</del>
Total Estimated Project Cost:	\$4,250,000		Total Cost Programmed in TIP to date:	\$4,250,000	
Description:	Restoration and rehabilitation of Hikes Lane from Newburg Road to Taylorsville Road.				
Purpose & Need:	Hikes Lane is concrete pavement and has numerous locations of failure that will be restored.				
FY 20-25 TIP Funding:	<del>FY 2021 Construction phase with STBG-MPO funds: \$3,400,000 (Federal) + \$850,000 (Other) = \$4,250,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$3,400,000 (Federal) + \$850,000 (Other) = \$4,250,000 (Total)				

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## Administrative Modification 21

## FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	384	State ID:	05-479.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Hubbards Lane	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$6,474,736		Total Cost Programmed in TIP to date:	\$6,474,736	
Description:	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 mi.				
Purpose & Need:	Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)</div> <div>FY 2021 Design phase with STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)</div> <div>FY 2020 Right of Way phase with STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</div> <div><del>FY 2021 Utilities phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</div> <div><del>FY 2021 Construction phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	224	State ID:	05-00378.10
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2028
Total Estimated Project Cost:	\$12,680,000		Total Cost Programmed in TIP to date:	\$12,680,000	
Description:	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.				
Purpose & Need:	Improve interstate egress and movement at Jefferson Street increasing access to the Medical Center.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with STBG-MPO funds: \$820,000 (Federal) + \$185,000 (Other) = \$1,005,000 (Total)</div> <div>FY 2021 Design phase with STBG-MPO funds: <del>\$820,000 (Federal) + \$185,000 (Other) = \$1,005,000 (Total)</del></div> <div>FY 2021 Utilities phase with STBG-MPO funds: <del>\$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</del></div> <div>*FY 2024 Utilities phase with STBG-MPO funds: \$440,000 (Federal) + \$110,000 (Other) = \$550,000 (Total)</div> <div>*FY 2025 Construction phase with STBG-MPO funds: \$8,240,000 (Federal) + \$2,060,000 (Other) = \$10,300,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2539	State ID:	05-3034.00
County	Jefferson	Parent ID:	1857	Group ID:	N/A
Project Name:	Louisville Loop Shared Use Path - McNeely Lake Park Segment	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$3,106,275		Total Cost Programmed in TIP to date:	\$3,106,275	
Description:	Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.				
Purpose & Need:	McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessibility from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities. The McNeely Lake Park segment of the Loop will provide better linkages for pedestrians, bicyclists and people with disabilities from nearby Wilt Elementary School and surrounding neighborhoods to the park, its recreational facilities and the existing path system. The proposed path will also provide non-motorized connectivity between neighborhoods on both the east and west sides of the park.				
FY 20-25 TIP Funding:	FY 2021 Design phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)  FY 2022 Design phase with TA-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)  FY 2022 Construction phase with TA-MPO funds: \$1,849,277 (Federal) + \$462,319 (Other) = \$2,311,596 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2388	State ID:	05-758.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Main Street/Story Avenue Intersection	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$4,582,899		Total Cost Programmed in TIP to date:	\$4,582,899	
Description:	Intersection re-build at Main Street/Story Avenue/Baxter Avenue including transitions between Wentzel Street to the west and Johnson Street to the east.				
Purpose & Need:	Project will enhance pedestrian and bicycle safety and mobility by signalizing the intersection and eliminating free flow conditions.				
FY 20-25 TIP Funding:	<div>FY 2020 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</div> <div><del>FY 2021 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</del></div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$76,000 (Federal) + \$19,000 (Other) = \$95,000 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$3,314,319 (Federal) + \$828,580 (Other) = \$4,142,899 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Louisville Metro	KIPDA ID:	2269	State ID:	05-3030.20
County	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 2	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023 2021
Total Estimated Project Cost:	\$2,115,000		Total Cost Programmed in TIP to date:	\$2,115,000	
Description:	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Station to Bircham Road, 0.7 miles.				
Purpose & Need:	To improve pedestrian and bicycling access.				
FY 20-25 TIP Funding:	<div><del>FY 2021 Utilities phase with STBG-MPO funds: \$200,000 (Federal) + \$40,000 (Other) = \$240,000 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$200,000 (Federal) + \$40,000 (Other) = \$240,000 (Total)</div> <div><del>FY 2021 Construction phase with STBG-MPO funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$1,100,000 (Federal) + \$275,000 (Other) = \$1,375,000 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2271	State ID:	05-3030.40
County	Jefferson	Parent ID:	1856	Group ID:	N/A
Project Name:	Northeast Louisville Loop MET Section 4	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$1,875,000		Total Cost Programmed in TIP to date:	\$1,875,000	
Description:	Construct a shared-use path along US 60 (Shelbyville Road) from Beckley Creek Park to Eastwood Cut-off, 0.6 miles.				
Purpose & Need:	To improve pedestrian and bicycling access.				
FY 20-25 TIP Funding:	<div><div><del>FY 2021 Right of Way phase with STBG-MPO funds:</del> <del>\$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del></div><div>FY 2022 Right of Way phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</div><div>FY 2022 Utilities phase with STBG-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</div><div>FY 2022 Construction phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$250,000 (Total)</div></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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2622	State ID:	05-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 1	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$2,750,000		Total Cost Programmed in TIP to date:	\$2,750,000	
Description:	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with STBG-MPO funds: <del>\$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				
TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2627	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 6	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$1,729,504		Total Cost Programmed in TIP to date:	\$1,729,504	
Description:	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2021 Design phase with STBG-MPO funds: <del>\$130,000 (Federal) + \$32,500 (Other) = \$162,500 (Total)</del>  FY 2022 Design phase with STBG-MPO funds: \$532,435 (Federal) + \$133,109 (Other) = \$665,544 (Total) <del>\$402,435 (Federal) + \$100,609 (Other) = \$503,044 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2628	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 7	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$1,892,195		Total Cost Programmed in TIP to date:	\$1,892,195	
Description:	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: <del>\$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</del></div> <div>FY 2022 Design phase with STBG-MPO funds: <b>\$416,195 (Federal) + \$104,049 (Other) = \$520,244 (Total)</b> <del>\$316,195 (Federal) + \$79,049 (Other) = \$395,244 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</div>				
TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2629	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 8	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$6,068,018		Total Cost Programmed in TIP to date:	\$6,068,018	
Description:	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: <del>\$140,000 (Federal) + \$35,000 (Other) = \$175,000 (Total)</del></div> <div>FY 2022 Design phase with STBG-MPO funds: <b>\$259,119 (Federal) + \$183,899 (Other) = \$443,018 (Total)</b> <del>\$119,119 (Federal) + \$148,899 (Other) = \$268,018 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$4,500,000 (Federal) + \$1,125,000 (Other) = \$5,625,000 (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 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Louisville Metro	KIPDA ID:	1809	State ID:	05-470.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	One-Way Street Conversion to Two-Way Phase 1	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022 2021
Total Estimated Project Cost:	\$4,390,000		Total Cost Programmed in TIP to date:	\$4,390,000	
Description:	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).				
Purpose & Need:	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with STBG-MPO funds: \$2,044,800 (Federal) + \$0 (Other) = \$2,044,800 <del>\$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$1,955,200 (Federal) + \$488,800 (Other) = \$2,444,000 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2540	State ID:	05-3217.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	River Road Multi-Modal Improvements - 3rd Street to 7th Street	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$2,104,635		Total Cost Programmed in TIP to date:	\$2,104,635	
Description:	Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the the interstate.This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.				
Purpose & Need:	Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate. The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.				
FY 20-25 TIP Funding:	FY 2020 Design phase with TA-MPO funds: \$135,000 (Federal) + \$33,750 (Other) = \$168,750 (Total)  FY 2021 Construction phase with TA-MPO funds: <del>\$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)</del>  FY 2022 Construction phase with TA-MPO funds: \$1,413,708 (Federal) + \$353,427 (Other) = \$1,767,135 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding and Add State ID				
Project Sponsor:	Louisville Metro	KIPDA ID:	2594	State ID:	05-571.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Stony Brook Drive Sidewalk Connector	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2024
Total Estimated Project Cost:	\$451,500		Total Cost Programmed in TIP to date:	\$451,500	
Description:	Install new ADA compliant 5' sidewalk along Stony Brook Drive from Stara Way to Kirby Lane. Project length is 0.284 miles.				
Purpose & Need:	Complete pedestrian connectivity. The project will provide a newly formed pedestrian connector from one major arterial (Bardstown Road) to another major arterial (Taylorsville Road). Louisville Metro has recently filled in some of the smaller gaps along Stony Brook Drive with new sidewalk connections throughout this major residential area.				
FY 20-25 TIP Funding:	<div>FY 2021 Right of Way phase with STBG-MPO funds: \$22,000 (Federal) + \$5,500 (Other) = \$27,500 (Total)</div> <div>FY 2022 Right of Way phase with STBG-MPO funds: \$22,000 (Federal) + \$5,500 (Other) = \$27,500 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$300,000 (Federal) + \$70,000 (Other) = \$370,000 (Total)</div>				
TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Middletown	KIPDA ID:	2228	State ID:	05-03221.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Bliss Avenue	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2022 2021
Total Estimated Project Cost:	\$180,157		Total Cost Programmed in TIP to date:	\$180,157	
Description:	Construct sidewalk on Bliss Avenue from Shelbyville Road to Wetherby Avenue, to include ADA improvements and drainage improvements.				
Purpose & Need:	Provide connectivity between Shelbyville Road and Wetherby Avenue.				
FY 20-25 TIP Funding:	<div>FY 2021 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</div> <div>FY 2022 Construction phase with TA-MPO funds: \$147,401 (Federal) + \$32,756 (Other) = \$180,157 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Middletown	KIPDA ID:	2229	State ID:	05-03222.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	Wetherby Avenue	Funding Source:	Transportation Alternatives (TA-MPO)	Open to Public Date:	2022 2021
Total Estimated Project Cost:	\$475,580		Total Cost Programmed in TIP to date:	\$475,580	
Description:	Construct sidewalks on Wetherby Avenue for 0.55 miles between North Madison Avenue and Evergreen Road, to include ADA improvements and drainage improvements.				
Purpose & Need:	Provide sidewalk connectivity between Shelbyville Road and Wetherby Avenue.				
FY 20-25 TIP Funding:	<div>FY 2021 Construction phase with TA-MPO funds: \$338,591 (Federal) + \$84,648 (Other) = \$423,239 (Total)</div> <div>FY 2021 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)</div> <div>FY 2022 Construction phase with TA-MPO funds: \$338,591 (Federal) + \$84,648 (Other) = \$423,239 (Total)</div> <div>FY 2022 Construction phase with CRRSAA-MPO funds: \$52,341 (Federal) + \$0 (Other) = \$52,341 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	1808	State ID:	05-754.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Buckner Connector	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$4,431,181 <del>\$4,380,681</del>		Total Cost Programmed in TIP to date:	\$4,431,181 <del>\$4,380,681</del>	
Description:	The proposed project will extend Commerce Parkway and the shared use path west 0.8-mile from KY 393 on new alignment to connect with Mattingly Road. Commerce Pkwy in Oldham County is currently a 2-lane road with a 10-foot wide shared use path along the north side, separated from the road with a grass verge. The road currently extends from KY 393 east approximately 3 miles to LaGrange. The proposed extension would begin approximately 1200 ft. north of I-71 and KY 393 interchange. Mattingly Road provides access to several industrial sites. the proposed project will provide access to I-71 from Mattingly Road that would allow traffic to avoid an at-grade railroad crossing.				
Purpose & Need:	The purpose of the project is to improve system connectivity. Mattingly Road serves the Oldham County Industrial Park, located between the CSX railroad and dead-ends at I-71. At present, all industrial park traffic must cross the CSX railroad at two at-grade locations to access I-71. The road would connect the Park to KY 393 just north of I-71, thereby providing an option to avoid the two railroad crossings.				
FY 20-25 TIP Funding:	<div>FY 2021 Right of Way phase with STBG-MPO funds: \$42,750 (Federal) + \$10,688 (Other) = \$53,438 (Total)</div> <div><del>FY 2021 Utilities phase with STBG-MPO funds: \$368,646 (Federal) + \$77,162 (Other) = \$445,808 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$397,046 (Federal) + \$99,262 (Other) = \$496,308 (Total)</div> <div><del>FY 2021 Construction phase with CRRSAA-MPO funds: \$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)</del></div> <div>FY 2022 Construction phase with CRRSAA-MPO funds: \$575,000 (Federal) + \$0 (Other) = \$575,000 (Total)</div> <div><del>FY 2021 Construction phase with STBG-MPO funds: \$1,778,000 (Federal) + \$400,050 (Other) = \$2,178,050 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$1,778,000 (Federal) + \$400,050 (Other) = \$2,178,050 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	1877	State ID:	05-542.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 329	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$3,387,500		Total Cost Programmed in TIP to date:	\$3,387,500	
Description:	Improvements to the area of the KY 329 and KY 329 Bypass intersection in Oldham County adjacent to the KY 329 interchange with Interstate 71. Congestion occurs during the morning and evening rush hours due to several nearby public schools as well as several roadways converging close to the intersection. Other areas of concern in the area include the 5% downgrade on KY 329 Bypass approaching KY 329 intersection; the sight distance between KY 329 Bypass to the business on the east of the road is obscured by an existing rock and the distance between a crest vertical curve on KY 329 and the intersection with the Spring Hill Subdivision looking east 575 ft. The project is planned to include: widening or reconstruction of KY 329 to include dual left turn lanes and a signal; widening of the KY 329 Bypass to include a left turn lane onto KY 329 and right turn lane onto KY 329; and, sight distance improvements on both the KY 329 Bypass and existing KY 329.				
Purpose & Need:	The purpose of this project is to make the KY 329 and KY 329 Bypass intersection safer and to improve Level of Service. The needs being addressed by the project are based on the following data: Existing traffic volumes result in traffic congestion and intersection delays. The existing eastbound left turn movement has an LOS F in both the AM and PM. MUTCD warrants for signalization are met for this intersection. Sight distance deficiencies - stopping sight distances for posted speed limits of 55 MPH on both roads are not met (vertically on KY 329 and horizontally with rock slopes obstructions on KY 329 Bypass). Crashes are notably high along this intersection of KY 329. Crash data between 1/1/2012 and 12/31/2016 was analyzed. The crash rate approaches critical (CRF = 0.95). There have been numerous crashed including one fatal and five injury crashes near the intersection.				
FY 20-25 TIP Funding:	<div>FY 2021 Utilities phase with STBG-MPO funds: \$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)</div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$61,500 (Federal) + \$15,375 (Other) = \$76,875 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	Oldham County	KIPDA ID:	321	State ID:	05-434.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	LaGrange Underpass West of LaGrange	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2025
Total Estimated Project Cost:	\$24,078,750		Total Cost Programmed in TIP to date:	\$24,078,750	
Description:	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
Purpose & Need:	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
FY 20-25 TIP Funding:	<div><del>FY 2021 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</del></div> <div>FY 2022 Utilities phase with STBG-MPO funds: \$3,895,000 (Federal) + \$973,750 (Other) = \$4,868,750 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)</div>				
TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Oldham County	KIPDA ID:	2236	State ID:	05-757.00
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:	2023 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:	<div><del>FY 2021 Construction phase with STBG-MPO funds: \$520,000 (Federal) + \$13,000 (Other) = \$650,000 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$520,000 (Federal) + \$13,000 (Other) = \$650,000 (Total)</div>				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding and Update Open to Public Date				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	1271	State ID:	05-00441.01
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 42	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023 2021
Total Estimated Project Cost:	\$10,284,000		Total Cost Programmed in TIP to date:	\$10,284,000	
Description:	Reconstruct US 42 and widen from 2 lanes to 3 lanes (3rd lane will be a center turn lane) from Jefferson/Oldham County Line to Ridgemoor Drive. Project will include the consideration of improvements to the Hayfield Way intersection (2004BOPC). CHAF ID: IP20080245.				
Purpose & Need:	The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between the Jefferson County/Oldham County line and Ridgemoor Drive. Due to an increase in commuters to and from Louisville and the development along the project corridor, the traffic volumes are expected to double in the next 20 years. The accident data for the last 3 years shows that there are between 10 and 14 rear end crashes between Hunters Ridge and Ridgemoor Drive each year. The existing profile along this stretch of US 42 contains vertical geometric deficiencies for the posted speed of 45 MPH and has a critical crash rate factor greater than 1.0 (which indicates, statistically, a higher rate than roads of similar functional classifications).				
FY 20-25 TIP Funding:	FY 2021 Construction phase with STBG-MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$5,020,000 (Federal) + \$0 (Other) = \$5,020,000 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

**October 28, 2021**

TIP Action:	Modify TIP Funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	05-8805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2023
Total Estimated Project Cost:	\$27,037,500		Total Cost Programmed in TIP to date:	\$15,409,764 \$14,777,264	
Description:	Roundabout at the Floyd Street and East Brandeis Avenue, intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and West Brandeis Avenue intersection and along West 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 West 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 West Brandeis Avenue intersection.				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	<del>FY 2021 Design phase with STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total)</del>  FY 2022 Design phase with STBG-MPO funds: \$190,800 (Federal) + \$41,489 (Other) = \$232,289 (Total)  <del>FY 2021 Design phase with CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)</del>  FY 2022 Design phase with CRRSAA-MPO funds: \$82,475 (Federal) + \$0 (Other) = \$82,475 (Total)  FY 2022 Utilities phase with STBG-MPO funds: \$1,256,000 (Federal) + \$314,000 (Other) = \$1,570,000 (Total) <del>\$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  FY 2022 Construction phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)				

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## Administrative Modification 21

### FY 2020 - FY 2025 Transportation Improvement Program

October 28, 2021

TIP Action:	Modify TIP Funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2225	State ID:	05-3218.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	University of Louisville Pedestrian Improvements - Lighting	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$449,800		Total Cost Programmed in TIP to date:	\$449,088	
Description:	Install or retrofit 400 or more lighting fixtures throughout campus including the “L Trail”, Humanities Building and other campus sidewalk locations.				
Purpose & Need:	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.				
FY 20-25 TIP Funding:	<div>FY 2021 Construction phase with STBG-MPO funds: <del>\$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$359,270 (Federal) + \$89,818 (Other) = \$449,088 (Total)</div>				
TIP Action:	Modify TIP Funding				
Project Sponsor:	University of Louisville	KIPDA ID:	2585	State ID:	05-3220.00
County	Jefferson	Parent ID:	N/A	Group ID:	2673
Project Name:	University of Louisville Pedestrian Improvements - ADA Curb Cuts & Ramps	Funding Source:	Surface Transportation Block Grant (STBG-MPO)	Open to Public Date:	2022
Total Estimated Project Cost:	\$437,500		Total Cost Programmed in TIP to date:	\$437,500	
Description:	Install or upgrade ADA accessible curb cuts/ramps throughout Belknap Campus.				
Purpose & Need:	The purpose of the improvements is to make the campus a safer, secure, accessible place for the on-campus community and others accessing the university's academic and cultural assets with appropriate lighting and accessibility facilities.				
FY 20-25 TIP Funding:	<div>FY 2021 Construction phase with STBG-MPO funds: <del>\$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</del></div> <div>FY 2022 Construction phase with STBG-MPO funds: \$350,000 (Federal) + \$87,500 (Other) = \$437,500 (Total)</div>				

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