

K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 7

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

Scheduled for TPC Approval on
June 23, 2022



A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 of
the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan*

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

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

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

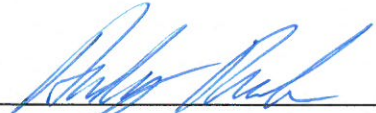
Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan*, Title VI: *Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee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

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #7 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 23rd day of June 2022.

A handwritten signature in black ink, appearing to read "David Voegelé", written over a horizontal line.

Judge David Voegelé, Chair
Transportation Policy Committee

A handwritten signature in blue ink, appearing to read "Andy Rush", written over a horizontal line.

Andy Rush
KIPDA Transportation Division Director

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 of
the FY 2020 - FY 2025 Transportation Improvement Program

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

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

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

Whereas, the FY2020 -FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non--dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2020 - 2024 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the June 23, 2022, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

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


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

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #7 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

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

Adopted by the KIPDA Transportation Policy Committee on the 23rd day of June 2022.


Judge David Voegele, Chair
Transportation Policy Committee


Andy Rush
KIPDA Transportation Division Director



AMENDMENT 7 SCHEDULE

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

WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors

April 18, 2022

KIPDA staff completes project review

April 22, 2022

Public comment period

May 9 - 23, 2022

Comments sent to the Transportation Policy Committee (TPC)

May 25, 2022

Transportation Technical Coordinating Committee (TTCC) Recommendation

June 8, 2022

TPC Action

June 23, 2022

ADDITIONAL INFORMATION

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

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:
https://kipda.formstack.com/forms/kipda_epif





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



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

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, known as *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. All proposed changes and projects were determined to be and confirmed by the IAC to be exempt-only for air quality. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 6

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

- Visiting <https://kipdatransportation.org/amendment6/> and click on the *Amendment 6 Map* link
- Emailing 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 February 1st 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/amendment6/>

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

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056



TIP Action:	N/A				
MTP Action:	Add project				
Exempt/ Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Clarksville	KIPDA ID:	NEW	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Progress Way Roadway Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$3,500,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements. There will also be a reworking of the intersection with Addmore and Progress Way.				
Purpose & Need:	The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor. The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non- Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Clarksville	KIPDA ID:	NEW	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Stansifer Avenue Streetscape Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,000,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Blvd. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements.				
Purpose & Need:	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which lead drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement access the board.				
FY 20-25 TIP Funding:	N/A				

*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.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2101319
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	SR-265 Sign Conversion	Total Estimated Cost in MTP (i.e. CK 2040):		\$6,100,000	
		Total Cost Programmed in TIP to Date:		\$5,600,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:		2023
Description:	Updating signs to I-265 along various routes in Clark County.				
Purpose & Need:	SR 265 is being converted to I-265 and the signs in the area will be updated to show I-265.				
FY 20-25 TIP Funding:	FY 2022 Construction phase with the following STBG-ST funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (Total)				
TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	867	State ID:	TBD
County	Floyd, Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	K&I Railroad Bridge	Total Estimated Cost in MTP (i.e. CK 2040):		\$30,000,000	
		Total Cost Programmed in TIP to Date:		\$312,500	
Funding Source:	N/A		Open to Public Date:		2040
Description:	Conversion of the K&I Railroad Bridge into a new shared-use path across the Ohio River.				
Purpose & Need:	This project will provide connectivity for bicyclists and pedestrians across a significant barrier between the Louisville Loop on the Kentucky side and the Ohio River Greenway on the Indiana side. This will close the western part of the loop of shared-use path on both sides of the river, the eastern part being the Big Four Bridge.				
FY 20-25 TIP Funding:	N/A				

*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.

TIP Action:	Modify project name, description and TIP funding				
MTP Action:	Modify project name, description and MTP project cost				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	384	State ID:	05-479.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	North Hubbards Lane		Total Estimated Cost in MTP (i.e. CK 2040):	\$5,799,736 \$4,403,200	
			Total Cost Programmed in TIP to Date:	\$5,799,736 \$6,474,736	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) including bicycle and pedestrian facilities 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:	<p>FY 2020 Design phase with the following STBG-MPO funds: \$63,840 (Federal) + \$14,510 (Other) = \$78,350 (Total)</p> <p>FY 2020 Right of Way phase with the following STBG-MPO funds: \$250,000 (Federal) + \$62,500 (Other) = \$312,500 (Total)</p> <p>FY 2021 Design phase with the following STBG-MPO funds: \$47,500 (Federal) + \$11,875 (Other) = \$59,375 (Total)</p> <p>FY 2022 Design phase with the following STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2022 Utilities phase with the following STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total) \$829,589 (Federal) + \$207,398 (Other) = \$1,036,987 (Total)</p> <p>FY 2022 Construction phase with the following STBG-MPO funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total) \$2,900,000 (Federal) + \$725,000 (Other) = \$3,625,000 (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.

TIP Action:	N/A				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Oak Street Corridor Streetscape	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,475,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:		2026
Description:	Implement streetscape enhancements along Oak Street from S. Preston Street to S. 7th Street, 0.8 miles. These enhancements include curb extensions to improve pedestrian safety, bringing sidewalks into ADA compliance using historic mix concrete, improving the drainage by installing green infrastructure that includes 15 bioswales, tree-planting, landscaping, and improvements to on-street parking.				
Purpose & Need:	Streetscape improvements will transform the corridor into an attractive urban space. Oak Street has a rich history as a walkable, mixed-use corridor. A variety of land uses can be found along this corridor, including shops, residences, churches, offices, and restaurants. This project implements concepts that have been included in various plans and studies since 1982. The first phase of streetscape improvements began in 2014. Robust community engagement was conducted in 2019 which led to a preliminary design and construction documents are now complete.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add new project				
MTP Action:	Add new project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	05-279.01
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	South Hubbards Lane	Total Estimated Cost in MTP (i.e. CK 2040):		\$675,000	
		Total Cost Programmed in TIP to Date:		\$675,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:		2024
Description:	Add bicycle and pedestrian facilities to South Hubbards Lane from Kresge Way to US 60 (Shelbyville Road).				
Purpose & Need:	The purpose and need of this project is to increase safety and to improve bicycle and pedestrian accessibility to South Hubbards Lane between US 60 (Shelbyville Rd) to Kresge Way/Bowling Boulevard.				
FY 20-25 TIP Funding:	FY 2020 Design phase with the following STBG-MPO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) FY 2022 Construction phase with the following STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (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 6 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025
Transportation Improvement Program
Public Comments**

Project Name: Purchase Six (6) Extended Range Electric Buses
KIPDA ID: NEW
Project Sponsor: Transit Authority of River City (TARC)

Comments: “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Yes please, this is great. More busses are needed.”

“Yes. More buses.”

“So glad there is investment in sustainable transportation!”

“I’d like to voice my support for TARC’s proposed purchase of all-electric busses, which I see included in Amendment 6.”

Project Name: Purchase Twelve (12) 40 Foot Buses
KIPDA ID: NEW
Project Sponsor: TARC

Comments: “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Agree these buses are a good purchase, thank you for buying more busses.”

“More and more buses are needed in order to replace aging fleet and to provide more options to folks.”

Project Name: Watterson Trail Bicycle & Pedestrian Trail Phase 2
KIPDA ID: 2081
Project Sponsor: Louisville Metro

Comments: “Addition of dedicated bicycle and pedestrian infrastructure is a desperately needed and very welcome improvement to our city. I hope this project and others like it continue to be implemented.”

“I fully support building out a network of bike and pedestrian pathways for those wishing to get around town without a motor vehicle.”

"I am in favor any multi-use paths that provide options for those who cannot or reluctantly rely on car transportation. More projects like this must be pursued in the dense urban corridors of Louisville in addition to this project. A good start."

"Great project, please extend the length of Watterson Trail and surrounding roads to make a good network."

"This is a confusing form. What is a Case Identifier? This Is a good project. I would like to see more bike and ped. Jeffersontown and the Bluegrass Industrial Park are critical economic engines. More options are needed. Thanks for this project!"