

**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 8

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

TPC Approval on *July 28, 2022*



**A Resolution of the**  
**Kentuckiana Regional Planning and Development Agency**  
**Transportation Policy Committee adopting Amendment #8 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,

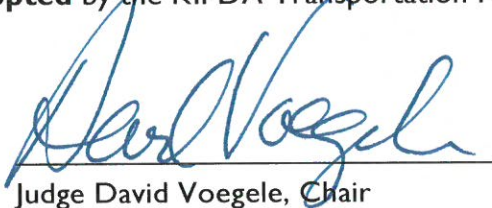
**Whereas,** Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

**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 #8 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 28<sup>th</sup> day of July 2022.

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

Judge David Voegel, 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 #8 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 2022 - 2026 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 July 28, 2022, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

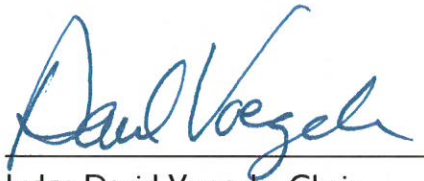
**Whereas**, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state 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 #8 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 28<sup>th</sup> day of July 2022.



Judge David Voegel, Chair  
Transportation Policy Committee



Andy Rush  
KIPDA Transportation Division Director





## AMENDMENT 8 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

June 14, 2022

KIPDA staff completes project review

June 15, 2022

Interagency Consultation Group (IAC) Coordination

June 10 - 20, 2022

Public comment period

June 24 - July 8, 2022

Comments sent to the Transportation Policy Committee (TPC)

July 11, 2022

Transportation Technical Coordinating Committee (TTCC) Recommendation

July 13, 2022

TPC Action

July 28, 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](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 8

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

- Visiting <https://kipdatransportation.org/amendment-8/> and click on the *Amendment 8 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 July 6th 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/amendment-8/>

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.

11520 Commonwealth Drive  
Louisville, KY 40299  
[www.kipda.org](http://www.kipda.org)

Phone: 502.266.6084  
Fax: 502.266.5074  
TDD: 800.648.6056



<b>TIP Action:</b>	N/A								
<b>MTP Action:</b>	Revise project description and purpose & need								
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No impact to model						
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	3019	<b>State ID:</b>	TBD				
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A				
<b>Project Name:</b>	Stansifer Avenue Streetscape Improvements	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$5,000,000					
		<b>Total Cost Programmed in TIP to Date:</b>		N/A					
<b>Funding Source:</b>	N/A	<b>Open to Public Date:</b>		2026					
<b>Description:</b>	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. <b>The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.</b>								
<b>Purpose &amp; Need:</b>	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 across the board.								
<b>FY 20-25 TIP Funding:</b>	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:	1902858
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Henryville Welcome Center Reconstruction	Total Estimated Cost in MTP (i.e. CK 2040):		\$27,432,500	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:		2027
Description:	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
Purpose & Need:	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with the following STBG-ST funds: \$2,678,400 (Federal) + \$297,600 (Other) = \$2,976,000 (Total)  *FY 2025 Construction phase with the following STBG-ST funds: \$21,902,400 (Federal) + \$2,433,600 (Other) = \$24,336,000 (Total)				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	05-22066.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65	Total Estimated Cost in MTP (i.e. CK 2040):		\$59,400,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	National Highway System (NHS)		Open to Public Date:		2024
Description:	Address condition of I-65 from milepoint 104.7 to milepoint 110.7.				
Purpose & Need:	Improve pavement condition				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following NHS funds: \$4,860,000 (Federal) + \$540,000 (Other) = \$5,400,000 (Total)  FY 2023 Construction phase with the following NHS funds: \$48,600,000 (Federal) + \$5,400,000 (Other) = \$54,000,000 (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 8 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025**  
**Transportation Improvement Program**  
**Public Comments**

**Project Name:** Stansifer Ave Streetscape Improvements  
**KIPDA ID:** 3019  
**Project Sponsor:** Clarksville

**Comments:** “Love to see projects like this, fully support. Please consider finding a way to make any bike lanes physically separated to increase their use and accessibility to all types of cyclists/micro mobility users on this critical east-west connection.”

“Stuff like this is the only thing a city can do to make people actually want to love in an area. With how slow Louisville moves, this could be a good start to a series of projects for SO-IN to establish itself as an inexpensive “cool” area.”

“This is the type of project that needs to be implemented en masse. 94% of this project funding goes to expressways that only make our community and environment worse. Spend more on people-centric projects and less on soulless expressway projects!”

“Protected bike lanes are a must! This is a great project.”

**Project Name:** I-65  
**KIPDA ID:** New  
**Project Sponsor:** Kentucky Transportation Cabinet (KYTC)

**Comments:** “I’m glad that resources are being devoted to maintaining our existing and useful highway infrastructure. However, this highlights the disparity between the resources allocated to highways, vs what’s spent on sidewalks/transit/micro mobility in urban cores.”

“This is badly needed for this area. The cost is high but considering how much tax dollars travels over this stretch daily, it makes sense. Even the local news has highlighted this stretch and the repair need.”

“This money should be used to rebuild our crumbling sidewalks, improving bicycles and pedestrian safety or adding crosswalks around the city. Additionally this money could bury all the power lines along Bardstown Road in the Highlands.”

“This is far too much money to be spent on highway infrastructure in a time when we need to swiftly transitioning to more sustainable modes of transport. Consider cancelling this project and redirecting the money to making city streets safer.”

"I agree with the other commenters. This is a ludicrous amount of money for such a small section of a single highway and will only perpetuate further maintenance costs and pollution."

"\$9 MILLION?!?!?! No way! The citizens of Kentucky shouldn't be subsidizing an interstate system when the infrastructure for the people that live here is crumbling!"

"Why are we spending so much money on something that children and the elderly in our city can't use? We need better ways for seniors who are aging out of driving to feed themselves using the road network."

"\$10M per mile just for repaving is an unconscionable cost. Cut our losses and reduce the amount of expressway that needs to be maintained- it is draining resources at an alarming rate when we need to focus more on community projects."

"\$9 million is plenty to research and implement a longer term solution to the issue of deteriorating roads."

"How much money has already been poured (literally) into maintaining this section of I-65? It's been patched so many times only to crumble and sink over and over again. Paving seems like another waste of \$. Better solutions are needed."

"This project is extremely pricey and I believe the money should be spent elsewhere. This project will increase GHG emissions and should not be pursued at this time."

"\$9 million just to repave 6 miles of I-65 in Bullitt County. Maintaining so much infrastructure for cars is not sustainable and a waste of tax money that could otherwise be spent better on other projects. There should be no more highway expansion/lane widening/new highways in KY because of the increase to deferred and ongoing maintenance costs like this."