



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



## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Thursday, January 26, 2023**

**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.

All TPC voting members when participating online must activate their web cameras during the meeting per Kentucky Open Meetings and Open Records Statutes.

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. *November 2022 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 activities undertaken to engage the public, comments received, and future public involvement opportunities (see enclosed).
5. *Proposed Amendment 9 to the CK2040 Metropolitan Transportation Plan & FY 2020-2025 Transportation Improvement Program* – Staff will discuss the projects and changes for proposed Amendment 9 to the CK2040 MTP and FY2020-2025 TIP. **Action Requested**
6. *2023 Transportation Technical Coordinating Committee Officers* – The election of the new TTCC Chair and Vice-Chair will be reviewed. **Action Requested**
7. *Metropolitan Transportation Finance Plan* – As part of the *Connecting Kentuckiana 2050* MTP update, the MPO is required to financially evaluate all proposed projects to ensure the MTP is fiscally constrained. Staff will update the TPC on this process. **Action Requested**

11520 Commonwealth Drive  
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Phone: 502.266.6084  
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8. *Regional Transportation Planning MOA* – Staff will discuss and request the ratification of the newly updated Memorandum of Agreement (MOA) between KIPDA, INDOT, KYTC, and TARC.  
**Action Requested**
9. *FRA/Amtrak Discussion* – Staff will update the TPC on some ongoing opportunities related to passenger rail.
10. *RAISE Grant* – KYTC has asked to partner with KIPDA on a RAISE Grant applicant. Staff will discuss this opportunity with the TPC. **Action Requested**
11. *Metropolitan Planning Organization Dedicated Funding Program* – Staff will discuss cost increases and phase shift requests through the MPO Dedicated Funding Programs.
12. *Active Transportation Plan* – Staff will present updates on the anticipated ATP planning process.
13. *Safe Streets for All Grant Update* – Staff will provide a brief update on the Safe Streets for All Grant that KIPDA & partnering agencies has applied for.
14. *Administrative Modification 4I to the FY 2020-FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document.
15. *2023 Transportation Policy Committee Officers* - The 2023 TPC Chairperson will be announced, and the committee will nominate and elect a Vice Chairperson. **Action Requested**
16. *Other Business*
17. *Adjourn*

**MINUTES**  
**TRANSPORTATION POLICY COMMITTEE (TPC)**  
**November 22, 2022, 12:30 p.m.**  
**In-Person and via Video Conference**

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**Call to Order**

Chair Judge David Voegelé called the meeting to order at 09:31 a.m. After roll call, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Carrie Butler, TARC, made a motion to approve the minutes from the October meeting. Beverly Chester-Burton, City of Shively, seconded the motion and it carried with a unanimous vote.**

**Kentucky Transportation Cabinet**

Secretary Jim Gray discussed the latest developments in transportation with the committee. No action was required.

**Public Comment Period**

Greg Burruss, KIPDA staff, presented one public comment.

**Public Involvement Report**

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

**Planning Assumptions**

Alex Posorske, KIPDA staff, presented the variety of planning assumptions KIPDA utilizes as part of the ongoing update to the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan. There was discussion. **Bill Dieruf, City of Jeffersonton, made a motion to approve the planning assumptions. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

**Metropolitan Planning Organization Performance Measures Update**

Spencer Williams, KIPDA staff, discussed the performance measures and baseline targets for the ongoing update to *Connecting Kentuckiana 2050* Metropolitan Transportation Plan 2050. There was discussion. **Kevin Baity, Town of Clarksville, made the motion to approve the performance measures. Carrie Butler, TARC, seconded the motion and it carried with a unanimous vote.**

**Metropolitan Planning Organization Dedicated Funding**

Nick Vail, KIPDA staff, discussed cost increases and phase shift requests through the MPO Dedicated Funding program. There was discussion. **Carrie Butler, TARC, made a motion to approve the cost increases and phase shift requests. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

**Active Transportation Plan**

Alex Posorske, KIPDA staff, discussed the timeline for KIPDA's Active Transportation Plan including requesting volunteers for a formation of a working group. There was discussion. No action was needed.

### **Public Participation Annual Report**

Greg Burress, KIPDA staff, highlighted the outreach data, strategies, and events from the past year. There was discussion. No action was required.

### **Safe Streets for All Grant Update**

Alex Posorske, KIPDA staff, presented the latest timeline for the Safe Streets for All grant. No action was required.

### **Planning MOA Update**

Andy Rush, KIPDA staff, provided an update on a new Memorandum of Agreement (MOA) between KIPDA, INDOT, KYTC, and TARC. No action was required.

### **Update on Projects Development and MPO Dedicated Call for Projects**

Nick Vail, KIPDA staff, provided an update on the MPO dedicated call for projects and project development for the new Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). No action was required.

### **Kentucky Indiana Transportation Excellence Award**

Andy Rush & Greg Burress, KIPDA staff, presented the 2022 KITE Award to KYTC for the KY 53 @ I-71 project. No action was required.

### **Other Business**

Andy Rush, KIPDA staff, introduced new staff Transportation Planner Chris Nicolas to the committee. No action was required.

### **Adjournment**

The meeting was adjourned at 10:46 p.m.

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Andy Rush  
Recording Secretary

#### **Members Present:**

Keith Griffie	Bullitt County
Tubby Purcell	City of Charlestown
Bill Dieruf	City of Jeffersontown
Beverly Chester-Burton	City of Shively
Rick Tonini	City of St. Matthews
*Noura Akkad	Federal Highway Administration – Kentucky
Karlei Metcalf	Indiana Department of Transportation – Seymour
Byron Chapman	Jefferson County League of Cities
Secretary Jim Gray	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Dirk Gowin	Louisville Metro Government
*Emily Liu	Louisville Metro Planning & Design
Carrie Butler (Vice Chair)	TARC
Kevin Baity	Town of Clarksville

#### **Members Absent:**

City of Charlestown  
City of Jeffersonville  
City of New Albany  
City of Shively

## Agenda Item #2

Clark County  
\*Federal Aviation Administration – Memphis  
\*Federal Highway Administration – Indiana  
\*Federal Transit Administration – Region 4  
Floyd County  
Indiana Department of Transportation  
Louisville Regional Airport Authority  
Oldham County  
U.S. Dept. of Housing & Urban Development

### **Others Present:**

John Callihan	AECOM
Brian Meade	AECOM
Diana Mitchen	Burgess & Niple
Matt Meunier	City of Jeffersontown
Bernie Bowling	City of St. Matthews
Isidro Delgado	Kentucky Transportation Cabinet
Thomas Witt	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry Chaney	Kentucky Transportation Cabinet – District 5
Greg Burrress	KIPDA
Randall Embry	KIPDA
Joseph Garcia	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Valerie Mohr	KIPDA
Alex Posorske	KIPDA
Andy Rush	KIPDA
Jeremeih Shaw	KIPDA
Nick Vail	KIPDA
Spencer Williams	KIPDA
Felicia Harper	KIPDA
Ethan Schrage	KIPDA
Dustin Carter	KIPDA
Ryan Lloyd	KIPDA
Randy Simon	KIPDA
Jennifer Wilson	KIPDA
Chris Nicholas	KIPDA
Gina Caine	KIPDA
Shawn Dikes	Lochmueller Group
Amanda Deatherage	Louisville Metro Government
Aida Copic	TARC
Brian Eaton	

\* Denotes Advisory Members



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## **Agenda Item #4**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Greg Burress

DATE: January 18, 2023

SUBJECT: Public Involvement Report

The attached report outlines public engagement activities and results from November and December of 2022. 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 knowledge. The report details public engagement efforts for Proposed Amendment 9 of the Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020-2025 Transportation Improvement Program. KIPDA also received several emails from residents requesting that the intersection of Highway 864 and Campbell Street in Louisville be redesigned. KYTC District 5's response to those concerns is also included in the report along with the emails.

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# TRANSPORTATION OUTREACH REPORT



**KIPDA**  
Kentuckiana Regional Planning  
& Development Agency

## SOCIAL MEDIA



Nov 2022

Dec 2022

8 Posts  
5,795 Impressions  
461 Engagements

5 Posts  
2,867 Impressions  
471 Engagements



Nov 2022

Dec 2022

9 Tweets  
2,986 Impressions  
171 Engagements

6 Tweets  
468 Impressions  
33 Engagements



Nov 2022

Dec 2022

6 Posts  
256 Impressions  
36 Engagements

6 Posts  
335 Impressions  
42 Engagements

## WEBSITE UNIQUE VISITS

Nov 2022  
Transportation  
Main Page  
203

TIP Page  
123

MTP Page  
76

Dec 2022  
Transportation  
Main Page  
155

TIP Page  
105

MTP Page  
107

## PUBLIC COMMENT OPPORTUNITIES

### AMENDMENT 9 TO THE MTP & TIP

December 23rd - January 6th

#### Email Campaign

- 1,846 Sent
- 802 Opens
- 221 Link Clicks

#### Social Media Campaign

- 3,353 Impressions
- 517 Engagements

#### Virtual Public Meeting

- January 4

#### Publishments

- MPO Libraries
- Business Association & Chamber Newsletters

#### Comments

- 18 Total Comments
- 5 Project Likes

1.2K

Total Engagements

12.7K

Total Impressions

## PUBLIC COMMENTS

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Many of my friends and I use bikes on the state highways around Phoenix Hill, Smoketown, and Shelby Park instead of using cars. Specifically, many commuters to downtown businesses use State Highway 864 to access Campbell Street and must risk injury to cross over to Campbell Street in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4-way stop sign and a new pedestrian/bike crossing to safely access Campbell Street from State Highway 864. Additionally, I am asking you to add a 4-way stop at Lampton Street to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians at East Gray/Chestnut Street Connector.

Thank you for your help in keeping Louisville cyclists and pedestrians safe!

My name's Chelsea Gagnon, & I use a bicycle on the state highways around Phoenix Hill, Smoketown, & Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use Hwy. 864 to access Campbell St. & must risk injury to cross over to Campbell St. in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a roundabout & a new pedestrian/bike crossing in order to safely access Campbell St. from Hwy. 864. Additionally, I'm asking you to add a roundabout at Lampton St. to reduce the speeding cars between Breckinridge & Logan St. Please connect the currently disconnected South Campbell St. for bicycles & pedestrians at E. Gray/Chesnut St. Connector.

My name is Madison and I ride my bike on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Many commuters like myself navigate to downtown businesses by using state highway 864 to access Campbell Street and unfortunately risk injury to cross over to Campbell St in order to access a safe route to the waterfront.

I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864. Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. It would greatly benefit the community for you all to connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chestnut Street Connector.

My name is Tej Patagundi, I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864.

Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.



## PUBLIC COMMENTS

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My name is Taylor Stone, and I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864.

Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.

My name is Tashad Myers , and I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864.

Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.

My name is Rashad Myers , and I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864.

Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.

My name is Evan Kolb, and I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. Specifically, many commuters to downtown businesses use state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864.

Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.

## PUBLIC COMMENTS

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My name is E.M. Coleman, and I use bikes on the state highways around Phoenix Hill, Smoketown and Shelby Park instead of using a car. I moved to Louisville in 2018, and in fact have never experienced this city as a motorist. I have only navigated Louisville as a bike rider or as a pedestrian on foot. Many bicycle commuters besides myself get to downtown businesses using state highway 864 to access Campbell Street and must risk injury to cross over to Campbell St in order to access a safe route to the waterfront. My partner was almost hit once on a bicycle by a motorist pulling out of a parking lot at this location without looking both ways, and I have had a close call myself when a motorist pulled out of an alleyway at this location without looking both ways. I'm asking you to redesign this intersection to include a 4 way stop sign and a new pedestrian/bike crossing in order to safely access Campbell Street from the state highway 864. Additionally, I am asking you to add a 4 way stop at Lampton St to reduce the speeding cars between Breckinridge and Logan St. Please connect the currently disconnected South Campbell Street for bikes and pedestrians @ East Gray/Chesnut Street Connector.

Please add an all way stop at Breckinridge and Swan. Due to traffic at the Fleur de Flea, The Comeback Inn, and the Paristown Hall I have seen an increase in accidents and a decrease in pedestrian safety at this intersection in the last 4 years. I live two doors down from this intersection which is why I feel so strongly about this since I see the dangers of this intersection every day.

Lastly I would like to ask for better signage at Swan and Kentucky. There is a small portion of bike lane that runs both ways while cars can only move one way. The only indication that bicycles can go both ways is that the bike lane has arrows on it pointing both ways. I can say from experiences of motorists yelling at me while on my bicycle that I am breaking the law but going against car traffic and motorists driving at me head on in the bike lane at this location that they clearly are not seeing that the bike lane is two way. This intersection is regularly clogged with traffic from Go Puff, Logan Street Market, and the Mill Lofts which also restricts visibility and understanding of how bicycles are moving through this intersection. There is also an event venue that is going to open at this intersection which I assume will only make this worse. Where Swan meets Kentucky there are signs indicating that car traffic is one way but not signs that indicate bicycle traffic is two way. If additional signage could be added to alert motorists to look both ways for bicycles I think that would make it much safer for bicycles. Ideally, I'd love to see a stop sign on Kentucky as well - currently only Swan Street has a stop sign. Making this intersection an all way stop would make it so much safer for all vehicles (cars and bicycles) as well as pedestrians.

## KYTC DISTRICT 5 RESPONSE

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"Logan and Shelby Streets were identified as corridors for safety improvements within the 2021 state transportation budget. KYTC is partnering with Louisville Metro to reconfigure Logan Street and Shelby Street for a two-way operation. The Kentucky Transportation Cabinet (KYTC) will utilize state transportation funding and additional federal funds to convert the corridors from one-way to two-way streets. Construction for the project will begin in 2023 and should be completed by the end of the calendar year. Please review the draft design documents below and submit any comments or ideas to the form. For more information, contact Mike King at (502) 574-0032.

Louisville Metro Government is gathering feedback on behalf of the Kentucky Transportation Cabinet. Please review the proposed Logan Street & Shelby Street Two Way Conversion plan, and provide your comments using this link:

<https://louisvilleky.gov/government/advanced-planning-and-sustainability/logan-street-shelby-street-two-way-conversion>"

## PUBLIC MAP COMMENTS



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: January 18, 2023

SUBJECT: Amendment 9 to the Connecting Kentuckiana 2040 Metropolitan  
Transportation Plan (MTP) and FY 2020-2025 Transportation Improvement  
Program (TIP)

KIPDA staff is ready to present Amendment 9 to the committees for consideration. There was no air quality conformity analysis required. The public comment period was open for 15 days from December 23<sup>rd</sup> through January 6 with a virtual open house from 5-6pm on January 4<sup>th</sup>. Greg Burress sent all public comments to the Transportation Policy Committee (TPC) members as part of their 15-day review. TTCC recommended TPC approval of Amendment 9.

**Action is requested from TPC to approve Amendment 9 to the Connecting Kentuckiana 2040 MTP and the FY 2020-2025 TIP.**





## Amendment 9

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

TPC Approval Scheduled for  
*January 26, 2023*





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 9
- Air Quality conformity 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/amendment-9/> and click on the *Amendment 9 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 January 4th 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-9/>

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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TIP Action:	Modify TIP Funding and Update Open to Public Date				
MTP Action:	Update Open to Public Date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes		Total Estimated Cost in MTP (i.e. CK 2040):	\$138,229,021 \$46,807,800	
			Total Cost Programmed in TIP to Date:	\$138,229,021 \$46,807,800	
Funding Source:	Various		Open to Public Date:	2027 2026	
Description:	Added travel lanes project on I-64 from US 150 to Spring Street. Project also includes added lanes on I-265 from I-64 to State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Purpose & Need:	The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the US 150 and I-265 interchanges will provide improved densities, levels of service and travel times with significant reduction in driver delay west of I-265.				
FY 20-25 TIP Funding:	<div>FY 2020 Preliminary Engineering phase with State funds: \$0 (Federal) + \$1,557,800 (Other) = \$1,557,800 (Total)</div> <div><del>FY 2022 Preliminary Engineering phase with NHPP funds: \$13,500,000 (Federal) + \$1,500,000 (Other) = \$15,000,000 (Total)</del></div> <div>FY 2023 Preliminary Engineering phase with NHPP funds: \$13,500,000 (Federal) + \$1,500,000 (Other) = \$15,000,000 (Total)</div> <div><del>FY 2023 Right of Way phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)</del></div> <div>*FY 2024 Right of Way phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)</div> <div><del>*FY 2024 Construction phase with NHPP funds: \$27,000,000 (Federal) + \$3,000,000 (Other) = \$30,000,000 (Total)</del></div> <div>*FY 2025 Construction phase with NHPP funds: \$109,279,099 (Federal) + \$12,142,122 (Other) = \$121,421,221 (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.

<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model impact.		
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2200833
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Hot-mix asphalt (HMA) Overlay	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$59,474,000	
		<b>Total Cost Programmed in TIP to Date:</b>		\$5,020,000	
<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>		2027	
<b>Description:</b>	Hot-mix asphalt (HMA) overlay minor structural on I-64 from 0.50 miles west of SR 135 to 1.01 miles west of SR 64				
<b>Purpose &amp; Need:</b>	This project will improve the conditions of the pavement and extend its service life.				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHPP funds: \$4,500,000 (Federal) + \$500,000 (Other) = \$5,000,000 (Total)  *FY 2024 Railroad phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)  *FY 2025 Right of Way phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (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.



TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2101799
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 & Veterans Parkway	Total Estimated Cost in MTP (i.e. CK 2040):		\$22,900,000	
		Total Cost Programmed in TIP to Date:		\$2,700,000	
Funding Source:	National Highway Performance Program (NHPP)	Open to Public Date:		2029	
Description:	Modify I-65 & Veterans Prkwy interchange by providing additional left turn capacity and adding pedestrian signal indications and push buttons at the signalized ramp terminal intersections.				
Purpose & Need:	The interchange is currently experiencing poor peak hour operating conditions that are expected to worsen. It is recommended that the interchange be modified to improve traffic operations, especially by providing additional left turn capacity.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with NHPP funds: \$2,000,000 (Federal) + \$500,000 (Other) = \$2,500,000 (Total)  *FY 2025 Right of Way phase with NHPP funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)				

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

<b>TIP Action:</b>	Add project				
<b>MTP Action:</b>	Add project				
<b>Exempt/Non-Exempt:</b>	Exempt	<b>Model Impact:</b>	No change to model impact.		
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2200050
<b>County</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	SR 60 & Perry Crossing Road Intersection Improvement	<b>Total Estimated Cost in MTP (i.e. CK 2040):</b>		\$3,207,022	
		<b>Total Cost Programmed in TIP to Date:</b>		\$600,000	
<b>Funding Source:</b>	National Highway Performance Program (NHPP)	<b>Open to Public Date:</b>		2028	
<b>Description:</b>	Intersection improvement at SR 60 and Perry Crossing Road.				
<b>Purpose &amp; Need:</b>	This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.				
<b>FY 20-25 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHPP funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)  *FY 2025 Right of Way phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (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.

TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	2944	State ID:	5-20061.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65		Total Estimated Cost in MTP (i.e. CK 2040):	\$56,000,000	
			Total Cost Programmed in TIP to Date:	\$56,000,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2025	
Description:	Address pavement needs on I-65 between MP 131.24 and MP 135.672 and to replace bridge over Hill Street at MP 133.873; replace bridge over Brook Street at MP 134.753, and to replace bridge over Jacob and Broadway at MP 135.273				
Purpose & Need:	To address existing infrastructure deficiencies.				
FY 20-25 TIP Funding:	FY 2021 Design phase with NHPP funds: \$1,800,000 (Federal) + \$200,000 (Other) = \$2,000,000 (Total)  FY 2023 Construction phase with NHPP 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.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-10064.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 Bridge at Hill, CSX RR & Burnett		Total Estimated Cost in MTP (i.e. CK 2040):	\$25,168,000	
			Total Cost Programmed in TIP to Date:	\$25,168,000	
Funding Source:	Bridge Replacement – On System (BRO)		Open to Public Date:	2025	
Description:	Bridge project in Jefferson County on (056B00179N) I-65 at Hill, CSX RR & Burnett				
Purpose & Need:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2023 Design phase with BRO funds: \$1,830,400 (Federal) + \$457,600 (Other) = \$2,288,000 (Total)  FY 2023 Construction phase with BRO funds: \$18,304,000 (Federal) + \$4,576,000 (Other) = \$22,880,000 (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.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-10066.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 Bridge at East Kentucky Street & South Brook Street		Total Estimated Cost in MTP (i.e. CK 2040):	\$31,647,000	
			Total Cost Programmed in TIP to Date:	\$31,647,000	
Funding Source:	Bridge Replacement – On System (BRO)		Open to Public Date:	2025	
Description:	Bridge project in Jefferson County on (056B00183N) I-65 at East Kentucky & South Brook Street (Potential CMGC delivery project)				
Purpose & Need:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2023 Design phase with BRO funds: \$2,301,600 (Federal) + \$575,400 (Other) = \$2,877,000 (Total)  FY 2023 Construction phase with BRO funds: \$23,016,000 (Federal) + \$5,574,000 (Other) = \$28,590,000 (Total)				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-10075.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-264 Bridge at P&L Railway		Total Estimated Cost in MTP (i.e. CK 2040):	\$30,679,000	
			Total Cost Programmed in TIP to Date:	\$30,679,000	
Funding Source:	Federal Bridge Program (FBP)		Open to Public Date:	2025	
Description:	Bridge project in Jefferson County on (056B00250N) I-264 at P&L Railway				
Purpose & Need:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2023 Design phase with BRO funds: \$2,231,200 (Federal) + \$557,800 (Other) = \$2,789,000 (Total)  FY 2023 Construction phase with FBP funds: \$22,312,000 (Federal) + \$5,578,000 (Other) = \$27,890,000 (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.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-22098.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71	Total Estimated Cost in MTP (i.e. CK 2040):		\$18,700,000	
		Total Cost Programmed in TIP to Date:		\$18,700,000	
Funding Source:	National Highway System Funds for Pavement Management (NHPM)		Open to Public Date:	2025	
Description:	Address condition of I-71 from milepoint 14.49 to milepoint 22.3 (2022CCR)				
Purpose & Need:	Maintenance of the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	FY 2023 Design phase with NHPM funds: \$1,360,000 (Federal) + \$340,000 (Other) = \$1,700,000 (Total)  FY 2023 Construction phase with NHPM funds: \$13,600,000 (Federal) + \$3,400,000 (Other) = \$17,000,000 (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 9 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

December 9, 2022

KIPDA staff completes project review

December 15, 2022

Interagency Consultation Group (IAC) Coordination

December 16 - 22, 2022

Public comment period

December 23, 2022 -  
January 6, 2023

Comments sent to the Transportation Policy Committee (TPC)

January 9, 2023

Transportation Technical Coordinating Committee (TTCC) Recommendation

January 11, 2023

TPC Action

January 26, 2023

### 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)



## 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. Since that time, the monitoring data has indicated that the design value is sufficiently low that the local area can be redesignated as attainment of the 2015 8-hour ozone standard, and the air quality agencies with responsibility for the local area have undertaken steps to do so. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of US EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been found adequate by Region 5. They are still under review by Region 4.

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 the 2015 8-hour ozone standards.

## CONFORMITY UNDER THE 2015 8-HOUR OZONE STANDARD

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 base year, to determine conformity. The baseyear would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 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. Subsequent to the local area being designated as a nonattainment area but before the SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 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. 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 2015 8-hour ozone standard had not been previously determined. Nevertheless, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard. This was of importance because the portion of the analysis involving the use of the travel demand model had been done in 2021. The results of this analysis did not have to be updated because no changes to the travel model were needed to reflect any changes due to the projects in this amendment. Therefore, the results of the travel model analysis from 2021 could be used without their being changed.

Consultation for this amendment took two forms. At first, there was a discussion conducted using e-mails in which each e-mail was sent to all of the other members of the IAC. The items sent to the IAC in the original e-mail included the following:

- (a) important dates in the schedule for the amendment;
  - December 9 -- Project applications due from sponsors
  - December 22 -- IAC consultation concludes
  - December 23 -- Public Review begins
  - January 9 -- Public Comments sent to Transportation Policy

	Committee
January 11	-- Action by the Transportation Technical Coordinating Committee
January 26	-- Action by the Transportation Policy Committee
January 27	-- 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.

The second portion of the consultation was a video conference held on December 20 to discuss issues relative to amendment 9 of the MTP and the conformity analysis for a future MTP update. The discussion specifically involving amendment 9 focused on the following issue:

- (c) the type of analysis to be used in determining conformity —  
 Since none of the projects in the amendment required that a new analysis using the travel demand model, the possibility of determining conformity based on the previous regional emissions analysis was suggested. However, because there were new SIP budgets now available, it was concluded that a new regional emissions analysis would be necessary. Because the project changes in Amendment 9 could not be reflected in the travel demand model, the new analysis would use the travel data (vehicle-miles-traveled and speeds) from an analysis conducted in 2021 and a newer version of the MOVES emissions model. The emissions resulting from this analysis would be compared to the new SIP budgets to determine conformity or not.

*Other Issues affecting Amendment 9*

- (1) the proposed conformity test methodology/ies and analysis years—the set of analysis years and tests to be used are shown in table below.

<b>2015 8-hour Ozone Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard

- (2) 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.

- (3) information concerning the inputs for the travel demand model and the approved emissions model—the main issue involving these models was that the version of MOVES now being used was MOVES 3.0.4 which should not provide significantly different values than MOVES 3.0.3, which was used in developing the SIP budgets; and
- (4) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

## 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 was a change of note to the KIPDA travel demand forecasting model.

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.**

### 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 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. For amendment 9, all the projects were exempt except one. The non-exempt project was already in the MTP, and the only change to it was monetary meaning it did not change the results of the travel model analysis. Therefore, in the sections below which reference the calculation of travel-related information, the data provided relates to the analysis performed in 2021.

In the past, 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 3.0.3 and 3.0.4 emissions models. 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 redesignation 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 and 2030, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 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 2015 8-hour ozone redesignation 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 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	7110	18828	YES
2030		5034	14658	YES
2035		4416	13669	YES
2040		4239	13904	YES

NOTE: The criteria for conformity are as follows:

2025 and 2030 Regional emission levels for VOCs must be below the redesignation SIP base year emissions of 13.65 tons/day or 12,383 kg/day.

2025 and 2030 Regional emission levels for NOx must be below the redesignation SIP base year emissions of 33.03 tons/day or 29,964 kg/day.

2035 and 2040 Regional emission levels for VOCs must be below the redesignation SIP emission budget of 5.51 tons/day or 4,999 kg/day.

2035 and 2040 Regional emission levels for NOx must be below the redesignation SIP emission budget of 17.18 tons/day or 15,585 kg/day.



***Connecting Kentuckiana 2040* Metropolitan Transportation Plan and  
FY 2020-2025 Transportation Improvement Program Amendment 9  
Interagency Consultation Group Conference Call Meeting Minutes  
December 20, 2022  
11:00 AM EST**

**Participants:**

EPA – Sarah LaRocca & Anthony Maietta

FHWA – Erica Tait

FTA – Aviance Webb

INDOT – Jay Mitchell

KYDAQ – Lauren Hedge, Anna Bowman, & Kevin Davis

LMAPCD – Michelle King, Byron Gary, & Craig Butler

TARC – Burcum Keeton

KIPDA – Andy Rush, Alex Posorske, Chris Nicolas, Jeremeih Shaw, Randy Simon, & Spencer Williams

**Welcome/Roll Call:**

A total of 18 participants, representing eight local, state, regional, and federal agencies participated in the IAC video conference for KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan Update and Amendment 9 of KIPDA's *Connecting Kentuckiana 2040* Metropolitan Transportation Plan and the FY 2020-2025 Transportation Improvement Program. The meeting began shortly after 11:00 AM EST on December 20, 2022.

**Note:** It should be noted that the video conference was for both the 2050 MTP update and Amendment 9 of the 2040 MTP and the FY 2020-2025 TIP. Only those points specifically applicable for Amendment 9 are included in these minutes.

**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 video conference) during the public review period.

**Key Dates for the schedule for Amendment 9**

Project applications due --	December 9
KIPDA staff completes project review --	December 15
IAC video conference --	December 20
Air Quality conformity analysis completed --	December 19
Public Comment period --	December 22 – January 6
Comments sent to the Transportation Policy Committee --	January 9
Transportation Technical Coordinating Committee recommendation --	January 11
Transportation Policy Committee action --	January 26
Federal review starts --	January 27

**Conformity Analysis Discussion:**

Prior to the video conference, KIPDA Staff sent documentation of the nine (9) projects that are included in Amendment 9. Only one of the projects was discussed. That project was KIPDA ID 2899. The project involved adding travel lanes to I-64 in Floyd County. It was the only project in Amendment 9 that was a not an exempt project. It had been previously included in the MTP, and the only changes to the project were monetary. Therefore, the change included in Amendment 9 would not result in any change to the results in the travel-related data (vehicle-miles-traveled and speeds) from the travel model portion of the regional emissions analysis. Nevertheless, the project was not an exempt project; there were new SIP budgets available; and those budgets had not been used in a previous conformity determination. Therefore, it was determined that Amendment 9 must undergo a new regional emissions analysis to be found to conform to the new SIP.



**Other information provided during the video conference:**

Emissions Modeling: The emissions model being used for Amendment 9 is MOVES3. MOVES 3.0.3 is being used for the 2019, 2025, 2030, and 2035 analysis years. The emission estimates for these years were developed earlier this year during the development of the new ozone SIP. MOVES 3.0.4 is being used for the 2040 analysis year. The emission estimates for that year were developed recently.

**Other Information relevant to Amendment 9 previously provided to the IAC:**

The analysis years and conformity tests for Amendment 9 will be:

<b>2015 8-hour Ozone Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard

**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 11:50 AM EST.

**Amendment 9 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025**  
**Transportation Improvement Program**  
**Public Comments**

**Project Name:** I-64 Travel Lanes  
**KIPDA ID:** 2988  
**Project Sponsor:** INDOT

**Comments:** “I strongly, strongly object to adding these interstate lanes. No more interstate expansions! We need to reduce care dependency! We should instead fix the systemic problem of having 2 untolled bridges next to 1 tolled bridge.”

“This is an egregious misappropriation of funds. \$138 million dollars is enough to implement 10 or more miles of a Bus Rapid Transit network, and would serve c connectivity goals much better. Expensive highway expansions are counterproductive. Stop them.”

“Louisville Metro government recently released a climate action plan to eliminate emissions by 2040. Key to this is a shift towards more walking, cycling, and transit. This widening project is extremely counterproductive.”

“Do we actually believe that additional lanes will help with safety? 138 million dollars could radically change the infrastructure of Louisville and help give upward mobility to all of our citizens of Louisville, not just car owners. I-64 has enough lanes.”

“Widening I-64 is not a good use of this funding. Many studies have shown that widening projects tend to induce demand and often increase traffic over time. Additionally, since the bridge is not being widened there will continue to be slowdowns there.”

“The \$138 million dollars for this project could be better used for many KIPDA safety projects for all users. I don’t believe this widening is worth it for the taxpayer cost, and there will still be a bottleneck as drivers approach the bridge heading east.”

“Adding travel lanes to any highway in 2023 is indefensible. If carried out, this project will increase traffic, cost hundreds of millions of dollars, worsen air quality and sprawl, and do precisely nothing to decrease congestion long term.”

“How are we srsly (sic) still considering adding interstate lanes in 2023? It has been shown time and time again to achieve nothing except lighting \$ on fire. We can’t maintain what we already have. Spend \$ on getting people out of cars, not increasing dependency.”

**Project Name:** I-71  
**KIPDA ID:** New  
**Project Sponsor:** KYTC

**Comments:** "Please invest in inducing biking and walking first before we spend more money on infrastructure that only serves high-speed travel cars."

**Project Name:** I-65 Bridge at East Kentucky & South Brook Street  
**KIPDA ID:** New  
**Project Sponsor:** KYTC

**Comments:** "Remove the ramps entirely to/from E St. Catherine as part of this project! It would greatly improve quality of life in the neighborhoods the interstate has severely damaged over its decades of existence."

"As part of the project description 'increase safety for all users.' Please ensure there is complete streets work done to accommodate people walking, biking, and in wheelchairs to get to and from bus stops and other destinations."

**Project Name:** I-65 Bridge at Hill, CSX RR & Burnett  
**KIPDA ID:** New  
**Project Sponsor:** KYTC

**Comments:** "What does this project involve? This intersection needs to have surface street connection restored. The walking bridge is not a good urban design solution and should be destroyed and the surface street reunited."

"As part of the project description 'increase safety for all users.' Please ensure there is complete streets work done to accommodate people walking, biking, and in wheelchairs to get to and from bus stops and other destinations."

"The description for the bridge projects listed on this map are quite vague. What precisely are the proposals?"

**Project Name:** SR 60 & Perry Crossing Road Intersection Improvement  
**KIPDA ID:** New  
**Project Sponsor:** INDOT

**Comments:** "As part of the safety improvements, please follow the KIPDA, KYTC, and Louisville Metro complete streets guidelines to add the appropriate sidewalks, mixed used paths, crossings, ect.""

**Project Name:** I-65 & Veterans Parkway  
**KIPDA ID:** New  
**Project Sponsor:** INDOT

**Comments:** "Please widen the sidewalk to make it a mixed use path along Veterans Parkway under 65 to encourage and protect people walking, and make use of the proposed push buttons."

"I would love to see the sidewalk here expanded into a MUP similar to the existing configuration at the Snyder/Shelbyville Rd interchange and for the pedestrian signals to be automatic – we don't make drivers press a beg button to get a light."

**Project Name:** I-65

**KIPDA ID:** 2944

**Project Sponsor:** KYTC

**Comments:** "I wish that this was the removal of I-65 through the core of Louisville."



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



## **Agenda Item #6**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: January 19, 2023

SUBJECT: 2023 Transportation Technical Coordinating Committee Officers

At the January 11<sup>th</sup> meeting of the Transportation Technical Coordinating Committee (TTCC), the 2023 officers were nominated and elected:

2023 TTCC Chairperson: Matt Meunier, City of Jeffersontown  
2023 TTCC Vice Chairperson: Aida Copic, Transit Authority of River City (TARC)

KIPDA Staff would like to recognize the outgoing TTCC Chairperson, Keith Griffie, for his service to the TTCC in 2021 and 2022. We look forward to working with Mr. Meunier and Ms. Copic this year.

**Action is requested for the TPC to approve the 2023 TTCC Officers.**





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



## Agenda Item #7

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Spencer Williams

DATE: January 4, 2023

SUBJECT: MTP Finance Plan

Federal regulations require that the long-range Metropolitan Transportation Plan (MTP) be fiscally reasonable, with estimates of costs and revenue sources that are reasonably expected to be spent/be available during the course of the MTP. In preparation for the MTP update, KIPDA staff has updated the MTP financial plan through 2050 and requests TPC approval of the updated financial plan.

The financial plan itself can be reviewed at <https://kipdatransportation.org/mtp2050finance/>. (Note that the link will not be live until after 1/6/2023)

The MOA between KIPDA, INDOT, KYTC, and TARC lays out the process for generating and approving the financial plan. The most relevant points include:

- Using previous annual elements from the Transportation Improvement Program (TIP), KIPDA will identify an average annual dollar amount by state based on what has been programmed in the TIP for any given annual element.
- KIPDA will straight-line project the average annual dollar amount to the horizon year of the MTP to identify, by state, the amount of federal formula funds that, for planning purposes only, may be used in developing the MTP Financial Plan.
  - In order to reflect Year of Expenditure of anticipated federal funds in the Financial Plan, KIPDA will modify the straight-line projections by adjusting each year of the MTP estimated available funds by 5% (compounded annually).
- KIPDA, working with KYTC, INDOT, TARC and other agency partners, will identify planning level project costs for each project or line item in the KIPDA MTP.





Area Agency on Aging and Independent Living  
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Metropolitan Planning Organization



- In order to reflect Year of Expenditure for project costs, KIPDA or the assumed project sponsor will adjust the identified project costs at a rate of 4% compounded annually. The Year of Expenditure rate for project cost may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
- KIPDA will provide first drafts for consideration that include:
  - Draft of anticipated federal funds available for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the estimated federal funds.
  - Draft of estimated project costs identified for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the identified project costs.
- The MTP Financial Plan is considered reasonable when the total estimated federal funds by state and the total identified project costs, also by state, are within 10% of each other. The defined range for a reasonable MTP Financial Plan may be modified following collaboration and cooperation between KYTC, INDOT, TARC, and other agency partners, with final approval by the TPC.
- The TPC will be asked to approve the MTP Financial Plan.

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



## **Agenda Item #8**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: January 19, 2023

SUBJECT: Regional Transportation Planning MOA

One of the Corrective Actions from the Federal Certification Review of the Metropolitan Planning process in this region last summer was to update the Memorandum of Agreement (MOA) between INDOT, KYTC, TARC, and KYTC. Specifically, references to the previous Federal transportation legislation were required to be removed. Otherwise, the changes were very minor from the most recent update of this MOA in 2015.

The MOA was required to be updated by the end of 2022. As was discussed at the November TPC meeting, the MOA was circulated, reviewed, and signed by the four agencies by the end of the year.

**Action is requested for the TPC to ratify the MOA.**





# MEMORANDUM OF AGREEMENT

By and Between the  
Kentuckiana Regional Planning and Development Agency  
the  
Indiana Department of Transportation  
the  
Kentucky Transportation Cabinet  
and the  
Transit Authority of River City

This Memorandum of Agreement (MOA) is made by and between the Kentuckiana Regional Planning and Development Agency (hereinafter referred to as KIPDA), the Indiana Department of Transportation (hereinafter referred to as INDOT), the Kentucky Transportation Cabinet (hereinafter referred to as KYTC), and the Transit Authority of River City (hereinafter referred to as TARC),

Whereas, the current federal transportation authorization legislation requires the establishment of agreements among certain agencies involved in the transportation planning process, and

Whereas, the aforementioned agreement shall include specific provisions for the Metropolitan Planning Organization, the State(s), and the public transportation operator(s) to clearly identify their mutual responsibilities in carrying out the continuing, cooperative, and comprehensive metropolitan transportation planning process; and

Whereas, KIPDA is the designated Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, consisting of Clark, Floyd, and a portion of Harrison counties in Indiana and Bullitt, Jefferson, Oldham and a portion of Shelby counties in Kentucky; and

Whereas, INDOT and KYTC are the state agencies responsible for the planning, operation, and maintenance of the transportation systems of Indiana and Kentucky, respectively, and are members of the Metropolitan Planning Organization; and

Whereas, TARC is the provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area and is a member of the Metropolitan Planning Organization; and

Whereas, TARC is the designated recipient for Section 5307, 5310 and 5339 funds in the Louisville/Jefferson County KY-IN Urbanized Area.

Now, therefore, KIPDA, INDOT, KYTC, and TARC mutually agree as follows:

## RESPONSIBILITIES OF THE KIPDA METROPOLITAN PLANNING ORGANIZATION (MPO):

### KIPDA Structure

1. The Metropolitan Planning Organization (MPO) organizational structure consists of the Transportation Policy Committee (TPC) and the Transportation Technical Coordinating Committee (TTTC).
2. The TPC serves as the decision-making body of the MPO, and has responsibilities including approval of plans, implementation of programs, provision of transportation planning and guidance, and other similar related actions. Membership includes the chief elected official from each unit of local government within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area that is represented on the KIPDA Board of Directors, as well as the state departments of transportation from Indiana and Kentucky, provider of public transportation for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area, Regional Airport Authority, and other agencies as defined by the TPC. Membership may be updated from time to time at the discretion of the TPC. Voting members include:
  - Bullitt County
  - Charlestown
  - Clark County
  - Clarksville
  - Floyd County
  - Indiana Department of Transportation, Commissioner
  - Indiana Department of Transportation, Seymour District
  - Jefferson County League of Cities
  - Jeffersontown
  - Jeffersonville
  - Kentucky Transportation Cabinet
  - Louisville Metro
  - New Albany
  - Oldham County
  - Shively
  - St. Matthews
  - Louisville Regional Airport Authority
  - Transit Authority of River City
3. The TTCC serves as an advisory body to the TPC and provides transportation related technical review and assistance. Membership on the TTCC may be updated from time to time with a recommendation from the TTCC to the TPC, who retains final approval of TTCC membership. Voting members include:
  - Bullitt County
  - Charlestown
  - Clark County
  - Clark County Air Board
  - Clark County Planning Commission
  - Clarksville
  - Floyd County
  - Indiana Department of Environmental Management
  - Indiana Department of Transportation – Asset Planning and Management
  - Indiana Department of Transportation – Public Transportation

- Indiana Department of Transportation – Seymour District
  - Jeffersontown
  - Jeffersonville
  - Kentuckiana Regional Planning and Development Agency
  - Kentucky Division of Air Quality
  - Kentucky Transportation Cabinet – District 5
  - Kentucky Transportation Cabinet – Division of Planning
  - Louisville & Jefferson County Riverport Authority
  - Louisville Metro Air Pollution Control District
  - Louisville Metro Economic Development
  - Louisville Metro Planning & Design Services
  - Louisville Metro Public Works
  - Louisville Regional Airport Authority
  - New Albany Planning Commission
  - Oldham County Judge Executive
  - Oldham County Planning Commission
  - Port of Indiana - Jeffersonville
  - TARC Elderly & Disabled Advisory Council
  - Transit Authority of River City
4. KIPDA utilizes advisory committees, subcommittees and working groups, which may include members such as: transit consumers, bicycle groups, various technical staff, members of the TPC and/or TTCC, and other interested parties.
  5. The TPC and the TTCC generally meet on the fourth Thursday and the second Wednesday, respectively, of each month. When utilized, the other committees and working groups meet on an as-needed basis.
  6. KIPDA will concur with the planning regulations for Self-Certification to INDOT, KYTC and the Federal Highway Administration (FHWA) regarding the MPO's ability and intention to provide and fulfill the transportation planning requirements for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

*KIPDA Performance-Based Transportation Planning Coordination*

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC and other agency partners, will develop a Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. The Performance Management Plan will utilize the framework established by the Federal Highway Administration and the Federal Transit Administration by incorporating the National Performance Measures and Planning Factors as defined initially in MAP-21.
3. The Performance Management Plan will identify goals, objectives, performance measures, and performance targets that will be reflected in KIPDA's:
  - a. Metropolitan Transportation Plan
  - b. Transportation Improvement Program
  - c. Congestion Management Process
  - d. Unified Planning Work Program

- e. Safety Plan
  - f. Security Plan
  - g. Coordinated Human Services Transportation Plan
  - h. Other relevant KIPDA planning documents, programs, and procedures
4. Through the TPC, and other means, KIPDA, KYTC, INDOT, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
    - a. Goals and Objectives
    - b. Performance Measures
    - c. Data and Data Collection Responsibilities
    - d. Reporting Processes, including appropriate roles and responsibilities
  5. KIPDA will consider integration of relevant goals, objectives, and performance measures developed by KYTC, INDOT, and TARC into KIPDA's Performance Management Plan within 180 days of the establishment of performance targets by those agencies.
  6. KYTC, INDOT, TARC, and other agency partners will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
  7. KIPDA will participate in the development of and provision of data for performance-based asset management plans developed by KYTC, INDOT, TARC and other agency partners.
  8. The Performance Management Plan will be approved by the TPC.

*KIPDA Metropolitan Transportation Plan (MTP)*

1. KIPDA will develop (and subsequently maintain) a Metropolitan Transportation Plan (MTP) in cooperation with INDOT, KYTC, TARC and other agency partners at least every four years as required by law. The KIPDA MTP shall cover at least 20 years at the time of its adoption by the TPC.
2. KIPDA will utilize 23 CFR Part 450 in the development of the MTP.
3. As stated in 23 CFR Part 450, and as a reflection of good planning practice, KIPDA is responsible for developing a financially reasonable MTP in consultation with INDOT, KYTC, TARC and other agency partners.
4. The MTP Financial Plan will be developed by KIPDA in consultation with KYTC, INDOT, TARC and other agency partners. The process for completing the financial plan will be as follows:
  - a. Using previous annual elements from the Transportation Improvement Program (TIP), KIPDA will identify an average annual dollar amount based on what has been programmed in the TIP for any given annual element. Projects whose primary funding source in the TIP is not from federal formula funds will be removed from the analysis. The average annual dollar amount will be identified by state.
  - b. KIPDA will straight-line project the average annual dollar amount to the horizon year of the MTP in order to identify, by state, the amount of federal formula funds that, for planning purposes only, may be used in developing the MTP Financial Plan.
  - c. KIPDA, in collaboration with KYTC, INDOT, TARC, and other agency partners will review and consider proposals for funding projects where all or part of the anticipated dollars for

- implementation are not federal formula dollars, and considered innovative funding, etc. Input from FHWA and FTA may be sought relative to the reasonableness of the funding proposal.
- d. In order to reflect Year of Expenditure of anticipated federal funds in the Financial Plan, KIPDA will modify the straight-line projections by adjusting each year of the MTP estimated available funds by 5% (compounded annually). The Year of Expenditure rate for anticipated funds may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
  - e. KIPDA, working with KYTC, INDOT, TARC and other agency partners, will identify planning level project costs for each project or line item in the KIPDA MTP.
  - f. In order to reflect Year of Expenditure for project costs, KIPDA or the assumed project sponsor will adjust the identified project costs at a rate of 4% compounded annually. The Year of Expenditure rate for project cost may be adjusted following concurrence from KYTC, INDOT, TARC, and final approval by the TPC.
  - g. KIPDA will initiate a cooperative review with KYTC, INDOT, and TARC in order to collaboratively develop, for TPC consideration, the dollar amounts for planning purposes of estimated available funds and estimated project costs. KIPDA will provide first drafts for consideration that include:
    - Draft of anticipated federal funds available for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the estimated federal funds.
    - Draft of estimated project costs identified for the MTP Financial Plan. Through cooperation and collaboration, each state and TARC may, with presentation of sound reasoning, propose adjusting the identified project costs.
  - h. The MTP Financial Plan is considered reasonable when the total estimated federal funds by state and the total identified project costs, also by state, are within 10% of each other. The defined range for a reasonable MTP Financial Plan may be modified following collaboration and cooperation between KYTC, INDOT, TARC, and other agency partners, with final approval by the TPC.
  - i. At any time, KIPDA, KYTC, INDOT, or TARC may propose modifications to the process for developing a MTP Financial Plan. KIPDA, KYTC, INDOT, and TARC shall review and discuss any proposed modifications. Changes to the process used in developing the MTP Financial Plan must be approved by the TPC. Any modification to the above-described process for completing the MTP Financial Plan will be done so with approval by all parties and will be documented in the appropriate MTP update.
  - j. The TPC will approve the MTP Financial Plan.
5. Through the TPC and TTCC, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to collaboratively develop projects for inclusion in the KIPDA MTP that address the MTP Goals and Objectives and contribute to attaining the MTP performance measure targets as identified in the KIPDA Performance Management Plan. At a minimum, proposed projects must include:
    - a. Detailed description and purpose so as to further the public's understanding of the project and to adequately assess the project
    - b. The anticipated year the project will be open to the public and available for use
    - c. Estimated project costs in Year of Expenditure dollars
  6. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA MTP for both air quality conformity and for public information purposes.

7. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a Congestion Management Process (CMP). Coordination and cooperation will include, but will not be limited to:
  - a. Collection of data necessary for completing the CMP document and implementation of the process
  - b. Review selection, and prioritization of projects (including those projects located on the State's highway network) to address congestion-related needs identified through the implementation of the CMP
8. The CMP will be approved and modified by the TPC.
9. At a minimum, KIPDA will provide opportunity for public input on the draft KIPDA MTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
10. A Conformity review/determination shall be completed for each MTP developed by KIPDA, as well as for each amendment to the document, indicating that the plan maintains the area's air quality standard as identified by the Interagency Consultation Group (ICG) Procedures and the States' Implementation Plans for Air Quality.
11. The TPC will approve KIPDA MTP updates and MTP amendments.
12. Following TPC approval of the KIPDA MTP, KIPDA is responsible for forwarding copies of the TPC-approved KIPDA MTP to FHWA, EPA, FTA, and the Interagency Consultation Group.
13. Following the federal conformity review, KIPDA will submit the MTP to KYTC, INDOT, and TARC for inclusion, directly or by reference, in the respective State's Long-Range Plan, as well as TARC's Long Range Plan.
14. All proposed changes to the KIPDA MTP must include a project description, project purpose, project cost, Open to Public (OTP) date, federal, state, local and total dollar amount and must be submitted to KIPDA using a KIPDA Project Information Form. The KIPDA MTP may be revised by amendment only.
15. Each project proposed for amendment to the KIPDA MTP will be assessed relative to its impact on the community and its contribution toward achieving the performance targets identified in the KIPDA Performance Management Plan.
16. KIPDA will provide and maintain a website that includes the MTP, its associated amendments, and the CMP for interested parties, public and agency consumption

#### *KIPDA Transportation Improvement Program (TIP)*

1. KIPDA will develop and maintain a Transportation Improvement Program (TIP), in cooperation and coordination with KYTC, INDOT, TARC, and other agency partners.
2. The KIPDA TIP will be updated at least every four years as required by 23 CFR Part 450. At the time of adoption by the TPC, the TIP shall cover no less than four years.
3. All federal aid funded transportation projects, regardless of funding category, must be consistent with the KIPDA MTP and be included in the fiscally constrained KIPDA TIP.

4. KIPDA is responsible for developing a fiscally constrained TIP. The cooperative process for completing the TIP Financial Plan shall be as follows:
  - a. For the federal funding categories not suballocated to the MPO, the financial plan is based on the fiscal constraint of the KYTC and INDOT STIPs
  - b. KYTC and INDOT will provide an estimate of available federal funds for the funding categories that are suballocated to the MPO
  - c. KIPDA is responsible for ensuring that the estimated available funds and project costs in the TIP reflect year of expenditure. KYTC, INDOT, TARC, and other agency partners will assist KIPDA in identifying Year of Expenditure costs for TIP projects. The rates for Year of Expenditure shall be consistent with the Year of Expenditure rates utilized in the development of the KIPDA MTP.
  - d. At any time, KIPDA, KYTC, INDOT, TARC, or other agency partners, may cooperatively review and update the estimated balances for those federal funds suballocated to the MPO. At a minimum, the above agencies will collaborate on ensuring accurate estimates of available funds for each funding category suballocated to the MPO.
5. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the Air Quality Conformity Determination for the TIP is based on the Air Quality Conformity of the MTP.
6. Because the KIPDA TIP is a subset of the KIPDA MTP and the TIP and MTP projects are consistent in terms of scope, timing, and estimated costs, the contribution of the TIP toward achieving the performance targets identified in the KIPDA Performance Management Plan is based on the contribution of the MTP to achieve the performance targets identified in that document.
7. KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners to ensure that all regionally significant projects, regardless of their funding source, are included in the KIPDA TIP for public information purposes.
8. KIPDA, in collaboration and coordination with KYTC, INDOT, TARC and other agency partners, will develop and maintain a project priority process for federal funds that are suballocated to the MPO. The project priority process will be consistent with the MTP and may be modified at the discretion of the TPC.
9. During a TIP update, KIPDA will coordinate with KYTC, INDOT, TARC and other agency partners in order to identify projects and programs for the KIPDA TIP.
10. At a minimum, KIPDA will provide opportunity for public input on the draft TIP and proposed amendments as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
11. At the discretion of KIPDA, the TIP may be modified by completing a TIP update, amendment, or administrative modification. The KIPDA TIP will be amended semi-annually unless special circumstances require more frequent amendments.
12. There are two methods used to revise the KIPDA TIP: by Administrative Modification or by Amendment. All TIP modifications and amendments will be processed in consultation with the Interagency Consultation Group (ICG) and in accordance with MTP air quality conformity procedures.

13. All requests for administrative modification will be presented to the TPC for information purposes. No approval is required of the TPC for administrative modifications.
14. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners will develop a KIPDA Project Management Guidebook. The Project Management Guidebook will:
  - a. Focus its efforts toward addressing the National Goal of Reduced Project Delivery Delay
  - b. Strive to advance projects with the greatest benefit for the region and contribute to achieving the performance targets identified in the Performance Management Plan
  - c. Utilize limited funding sources in the most efficient and cost effective manner
  - d. Provide the mechanism for monitoring and managing the obligation of federal funds
  - e. Assist in facilitating advancement of projects that are able to obligate federal funds in lieu of currently programmed projects that have suffered a delay in their implementation and/or are unable to obligate federal funds as originally scheduled
15. At a minimum, the KIPDA Project Management Guidebook will provide the basis for:
  - a. Establishing priority processes relative to the advancement of projects from the KIPDA MTP to the KIPDA TIP
  - b. Establishing priority processes for those projects in the KIPDA TIP that are programmed with federal formula funds suballocated to the KIPDA MPO
  - c. Ensuring that projects proposed to use MPO suballocated federal funds are ready for programming/obligation and able to proceed in an expeditious manner and without delay
  - d. Monitoring the progress of projects and programs in the KIPDA TIP
16. The Project Management Guidebook will be approved, and if necessary, may be modified by the TPC.
17. The TPC will approve KIPDA TIP updates and TIP amendments.
18. KIPDA, with cooperation from KYTC, INDOT, and TARC will produce an Annual List of Obligated projects for inclusion in each TIP update and for placement on the KIPDA website.
19. The TPC approves the KIPDA TIP, followed by approvals from the INDOT Commissioner and the KYTC Secretary (on behalf of the respective Governors). It is then included in the Statewide Transportation Improvement Programs (STIPs) of both states by reference or amendment.
20. KIPDA will provide and maintain a website that includes the KIPDA TIP and associated amendments and administrative modifications for interested parties, public and agency consumption.

#### KIPDA Coordinated Human Services Transportation Plan

1. KIPDA, with cooperation and collaboration from KYTC, INDOT, TARC, and other agency partners, will develop and maintain a KIPDA Coordinated Human Services Transportation Plan (CHSTP).
2. The CHSTP will include the MPO counties of Clark, Floyd, Bullitt, Jefferson, Oldham, and a portion of Harrison County, Indiana and Shelby County, Kentucky as well as non MPO counties of Henry, Shelby (outside the MPO area), Spencer and Trimble in Kentucky.
3. To the extent possible, the CHSTP will reflect the Goals and Objectives from the MTP.



4. The CHSTP will identify performance measures and targets that reflect the KIPDA Performance Management Plan.
5. Given the transit-oriented nature of the CHSTP, KIPDA will seek direct input and collaboration from TARC, its advisory committees, and other interested parties.
6. At a minimum, KIPDA will provide opportunity for public input on the draft CHSTP as defined in the KIPDA Participation Plan. KIPDA will also consider, summarize, and provide for the disposition of comments received as defined in the KIPDA Participation Plan.
7. The TPC and the Regional Transportation Committee (RTC) will approve the CHSTP.
8. KIPDA will provide and maintain a website that includes the CHSTP and associated amendments for interested parties, public and agency consumption.

#### KIPDA Participation Plan

1. KIPDA will develop and maintain a KIPDA Participation Plan (PP) in accordance with 23 CFR Part 450, and good planning practice, that is adopted by the TPC. The PP will coordinate with the INDOT, KYTC and TARC participation processes.
2. The participation process identified in the PP shall be followed during the development of the MTP, TIP, CHSTP, PP and other studies, documents, programs, and procedures as defined in the PP.
3. The PP also defines opportunities and guidelines for engaging the public at KIPDA Committee meetings.
4. KIPDA will provide and maintain a website that includes the PP and associated amendments for interested parties, public and agency consumption.

#### KIPDA Regional Travel Demand Forecasting

1. KIPDA, with cooperation and consultation from KYTC, INDOT, TARC, and other agency partners, is responsible for developing and maintaining a travel demand forecasting model for the Louisville/Jefferson County KY-IN Metropolitan Planning Area.
2. KIPDA may make available to KYTC, INDOT, TARC, and other agency partners the inputs to and outputs from the KIPDA Regional Travel Demand forecasting model.

#### KIPDA Unified Planning Work Program

1. In accordance with 23 CFR Part 450, a Unified Planning Work Program (UPWP) will be prepared by KIPDA in cooperation and consultation with INDOT, KYTC, TARC, other agency partners, and FHWA, and FTA.
2. KIPDA will include the planning emphasis areas (PEA's) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received in a timely manner so that they can receive proper consideration.

3. KIPDA will develop annual MPO Planning Priorities for inclusion in the UPWP. The planning priorities will identify the key tasks and outcomes for the upcoming fiscal year that are necessary to maintain and advance the transportation planning activities at KIPDA.
4. Along with MPO Planning Priorities, KIPDA will include in the UPWP the MPO performance measures and their applicability to the transportation planning process.
5. In cooperation and coordination with KYTC, INDOT, TARC, and other agency partners, KIPDA will incorporate directly or by reference the roles and responsibilities associated with the tasks identified in the KIPDA Performance Management Plan for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
6. KIPDA, in collaboration with KYTC, INDOT, TARC and other agency partners will utilize the Planning/Studies Selection Process for identifying studies and projects that may utilize PL funds, should they be available. At a minimum, the projects and studies will:
  - a. Further the transportation planning process within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
  - b. Improve the community
  - c. Contribute to attaining the performance targets identified in the KIPDA Performance Management Plan, or providing necessary data relative to the performance measures
7. The TPC approves the UPWP.
8. KIPDA will submit to both states a final KIPDA Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.
9. KIPDA will provide and maintain a website that includes the KIPDA UPWP and associated amendments for interested parties, public and agency consumption.

*KIPDA Title II, Title VI, and Environmental Justice*

1. KIPDA will comply with all appropriate federal assurances, civil rights and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.
2. In implementing its transportation planning process, KIPDA will, at a minimum, reflect the transportation related elements of the:
  - a. Americans with Disabilities Act of 1990, Title II
  - b. Civil Rights Act of 1964, Title VI
  - c. Civil Rights Restoration Act of 1987
  - d. Executive Order #12898 (Environmental Justice)
  - e. Executive Order #13166 (Limited English Proficiency)
  - f. USDOT Order 5610.2(a) (Environmental Justice)
  - g. FTA Circular 4702.1(b) (Title VI)
  - h. FTA Circular 4703.1 (Environmental Justice)
  - i. FHWA Order 6640.23(a) (Environmental Justice)
3. KIPDA, with collaboration and cooperation from KYTC, INDOT, TARC, and other agency partners, will develop and maintain the KIPDA Community Impact and Assessment (CIA) resource document for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. The CIA ensures

consideration of communities of concern in the KIPDA transportation planning process. At a minimum, the CIA will include:

- a. Community socio-economic profiles
  - b. Benefits and Burdens Assessment and Planning
  - c. Environmental Justice Study Areas
4. KIPDA, KYTC, INDOT, TARC and other agency partners will collaborate on the collection of data, the analysis of data, and the reporting of findings associated with completing the CIA and its subsequent implementation
  5. The findings and analysis tools identified in the CIA will be reflected, at a minimum, in the KIPDA:
    - a. Metropolitan Transportation Plan
    - b. Transportation Improvement Program
    - c. Coordinated Human Services Transportation Plan
    - d. Participation Plan
    - e. Unified Planning Work Program
    - f. Performance Management Plan
  6. The CIA will be approved, and may be modified, by the TPC.
  7. KIPDA will monitor, and report to the TPC, the progress of the development and implementation of ADA Transition Plans by KIPDA MPO member agencies.

## RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT):

The Indiana Department of Transportation (INDOT) Commissioner (or designee) and an INDOT – Seymour District Representative (or designee) will attend the Transportation Policy Committee (TPC), and both will have voting representation for INDOT. INDOT representatives (or designees) from INDOT – Asset Planning and Management, INDOT – Public Transportation, and INDOT – Seymour District will attend Transportation Technical Coordinating Committee (TTCC) meetings and all Sections will have voting representation for INDOT.

### Performance Based Transportation Planning Coordination

1. INDOT will cooperate and collaborate with KIPDA, KYTC, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, INDOT and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
  - a. Goals and Objectives
  - b. Performance Measures
  - c. Data and Data Collection Responsibilities
  - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from INDOT and other agency partners into KIPDA's Performance Management Plan.
4. INDOT will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

### KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. INDOT will participate in updates to KIPDA's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications
2. The INDOT Long-Range Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. INDOT will develop a list of planned improvement needs on State jurisdiction highways, developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. INDOT will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. INDOT will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
  - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA

- b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Indiana portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
  - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
  - d. Initiated at the request of either KIPDA or INDOT, collaboration in the development of funding estimates and project costs for updates to the KIPDA Transportation Improvement Program. The cooperation between KIPDA and INDOT concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.
- 5. INDOT will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
  - a. Review of the project priority processes and outcomes
  - b. Provision of project information related to the progress of projects programmed in the TIP
- 6. INDOT will develop the Indiana Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety.
- 7. INDOT will provide timely lists (based upon KIPDA's TIP update schedule) of INDOT projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, INDOT will provide the following project information for updates, amendments, and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Application.
- 8. INDOT will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
- 9. INDOT will provide Central and District Office coordination for KIPDA on all matters including the KIPDA MTP and TIP.
- 10. INDOT Central and District Offices will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

#### KIPDA UPWP Coordination Activities

- 1. INDOT will participate in transportation planning activities related to the KIPDA Unified Planning Work Program (UPWP) (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
- 2. INDOT will provide updated consolidated PL and Transit 5303 estimates based on the current PL Distribution formula approved by FHWA and INDOT. INDOT will provide these figures in a timely manner each year to allow for development of the KIPDA UPWP.

3. INDOT will review and provide approval of the KIPDA UPWP and concurrence with the Cost Allocation Plan in a timely manner and will develop required contracts and purchase orders.

## RESPONSIBILITIES OF THE KENTUCKY TRANSPORTATION CABINET (KYTC):

The Kentucky Transportation Cabinet (KYTC) Secretary of Transportation (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for KYTC. The KYTC Chief District Engineer for District 5-Louisville (or designee) and a representative from the KYTC Division of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and both will have voting representation for KYTC.

### Performance Based Transportation Planning Coordination

1. KYTC will cooperate and collaborate with KIPDA, INDOT, TARC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, KYTC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
  - a. Goals and Objectives
  - b. Performance Measures
  - c. Data and Data Collection Responsibilities
  - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from KYTC and other agency partners into KIPDA's Performance Management Plan.
4. KYTC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

### KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. KYTC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.
2. The KYTC Long-Range Statewide Transportation Plan shall be developed in cooperation and coordination with the KIPDA MTP.
3. KYTC will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. KYTC will also review and consider projects and programs identified through the development of the KIPDA MTP.
4. KYTC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
  - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA

- b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes, for the Kentucky portion of the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area
  - c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
  - d. Initiated at the request of either KIPDA or KYTC, collaboration in the development of funding estimates and project costs for updates to the Transportation Improvement Program. The cooperation between KIPDA and KYTC concerning the KIPDA TIP Financial Plan is not limited to updates. Participation will include a review and, if necessary, revision of federal funding balances for those funds that are suballocated to the MPO.
- 5. KYTC will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
  - a. Review of the project priority processes and outcomes
  - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
- 6. KYTC will develop the Kentucky Statewide Transportation Improvement Program (STIP) in cooperation with KIPDA's transportation planning process and incorporate the KIPDA approved TIP by reference or amendment in its entirety
- 7. KYTC will provide timely lists (based upon KIPDA's TIP update schedule) of KYTC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum, KYTC will provide the following project information for updates, amendments, and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Application.
- 8. KYTC will provide, in a timely manner, lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) from the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
- 9. KYTC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

#### KIPDA UPWP Coordination Activities

- 1. KYTC will participate in transportation planning activities related to the UPWP (such as review of the document, preparation of contracts following its approval, review of billings submitted by the MPO, etc.) and assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.
- 2. KYTC will provide updated consolidated PL (FHWA) and Section 5303 (FTA) figures based on the current PL Distribution formula approved by FHWA and KYTC. KYTC will provide these figures in a timely manner each year to allow for development of the UPWP.



3. KYTC will review and provide approval of the UPWP and concurrence with the Cost Allocation Plan in a timely manner and will develop required contracts and purchase orders.

## RESPONSIBILITIES OF THE TRANSIT AUTHORITY OF RIVER CITY (TARC):

The Transit Authority of River City (TARC) Board Chairman (or designee) will attend the Transportation Policy Committee (TPC) meetings and have voting representation for TARC. The Director of Planning (or designee) will attend Transportation Technical Coordinating Committee (TTCC) meetings and have voting representation for TARC.

### Performance-Based Transportation Planning

1. TARC will cooperate and collaborate with KIPDA, INDOT, KYTC and other agency partners, in the development of a KIPDA Performance Management Plan, as defined by KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
2. Through the Transportation Policy Committee, and other means, TARC and other agency partners will, through cooperation and collaboration, identify within the Performance Management Plan the following:
  - a. Goals and Objectives
  - b. Performance Measures
  - c. Data and Data Collection Responsibilities
  - d. Reporting Processes, including appropriate roles and responsibilities
3. KIPDA, KYTC, INDOT, TARC, and other agency partners will directly or by reference integrate the relevant goals, objectives, and performance measures from TARC and other agency partners into KIPDA's Performance Management Plan, including, but not limited to the:
  - a. TARC Public Transportation Agency Safety Plan (PTASP)
  - b. TARC Transit Asset Management Plan
4. TARC will consider relevant goals, objectives, and performance measures from KIPDA's Performance Management Plan in decisions regarding their plans and planning activities in the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.

### KIPDA Metropolitan Transportation Plan and Transportation Improvement Program

1. TARC will participate in updates to the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as subsequent amendments and TIP administrative modifications.
2. TARC will develop a list of planned improvement transit needs in conjunction and in cooperation with KIPDA for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area. TARC will also review and consider projects and programs identified through the KIPDA development of the MTP.
3. Upon KIPDA request, TARC will provide a Capital Improvement Program (Program of Projects) to KIPDA for inclusion in the KIPDA TIP.
4. TARC will participate in the development of funding estimates and project costs during the development of the KIPDA MTP. Participation will include, and may not be limited to:
  - a. Review of the draft estimate of available resources, for planning purposes only, identified by KIPDA
  - b. If necessary, and in a timely manner, proposal of modifications to the KIPDA estimate of available revenue for planning purposes

- c. Review and consideration of the draft estimated project and program costs identified during the development of the KIPDA MTP
  - d. Initiated at the request of either KIPDA or TARC, collaboration in the development of funding estimates and project costs for updates to the KIPDA TIP. The cooperation between KIPDA and TARC concerning the KIPDA TIP Financial Plan is not limited to updates.
- 5. TARC will participate in the project development process outlined in the KIPDA Project Management Guidebook, including, but not limited to:
  - a. Review of the project priority processes and outcomes
  - b. Provision of project information related to the progress of projects programmed in the KIPDA TIP
- 6. TARC will provide timely lists (based upon KIPDA's TIP update schedule) of TARC projects within the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area in sufficient detail and accuracy to allow for the development of a TIP for the region. At a minimum TARC will provide the following project information for updates, amendments, and administrative modifications: project description, project purpose, project cost by phase, open to public (OTP) date, and federal, state, local and total dollar amount. All proposed amendments to the KIPDA TIP must be submitted using KIPDA's Project Application.
- 7. TARC will provide in a timely manner lists of projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow KIPDA to develop and publish an Annual List of Obligated Projects (ALOP) for the Louisville/Jefferson County (KY-IN) Metropolitan Planning Area.
- 8. TARC will collect and share transportation system information with KIPDA to facilitate a cooperative transportation planning process.

*KIPDA UPWP Coordination Activities*

TARC will participate in transportation planning activities related to the UPWP (such as review of the document, and preparation of contracts following its approval).

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

INDIANA DEPARTMENT OF TRANSPORTATION

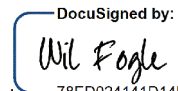
Lyndsay Quist

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In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

KENTUCKY TRANSPORTATION CABINET

DocuSigned by:  
  
9DC832F7B94544E...  
Secretary

DocuSigned by:  
  
78ED024141D14BD...  
KYTC Legal Counsel

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

TRANSIT AUTHORITY OF RIVER CITY

Carrie Butler

---

Executive Director

Eamon P. Mulvihill

---

TARC Legal Counsel

In witness thereof, the undersigned executive staff members of INDOT, KYTC, KIPDA and TARC have executed this Memorandum of Agreement on the dates indicated below. Effective Date of the Agreement will be the date of the final signature. Signatures appear on multiple pages, separate for each agency:

KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY

Jarrett Haley

---

Executive Director

Mitzi D. Wyrick

---

KIPDA Legal Counsel

Signature: Carrie Butler  
Carrie Butler (Dec 14, 2022 08:55 EST)

Email: cbutler@ridetarc.org

Signature: Jarrett Haley  
Jarrett Haley (Dec 13, 2022 14:28 EST)

Email: jarrett.haley@kipda.org

Signature: Eamon P. Mulvihill  
Eamon P. Mulvihill (Dec 14, 2022 11:19 EST)

Email: pmulvihill@ridetarc.org

Signature: Mitzi D. Wyrick  
Mitzi D. Wyrick (Dec 21, 2022 14:27 EST)

Email: mitziwyrick@wyattfirm.com

Signature: Lyndsey Quist

Email: lquist@indot.in.gov

DocuSigned by:  
  
9DC832F7B94544E...

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Secretary

DocuSigned by:  
  
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KYTC Legal Counsel



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



## **Agenda Item #9**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: January 19, 2023

SUBJECT: FRA/Amtrak Discussion

Included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was a significant increase in funding to the Federal Railroad Administration and to Amtrak. Preliminary discussions have occurred regarding the possibility of initiating a planning grant that would explore the viability of passenger rail service returning to the region.

Staff will look to discuss these ongoing efforts with the committee.

**No action is requested.**







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## Agenda Item #10

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: January 19, 2023

SUBJECT: RAISE Grant Application

The Kentucky Transportation Cabinet (KYTC) has asked KIPDA to partner on a grant application for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant.

The grant application would be for discretionary grant dollars to fund what are currently listed in KIPDA's Metropolitan Transportation Plan (MTP) as three projects on KY 1931 (Greenwood Road and St. Andrews Church Road) in southwest Jefferson County. This includes one project that is currently programmed to receive STBG-MPO funds, as was awarded by the TPC several years ago.

**Action is requested to authorize KIPDA Staff to partner with KYTC.**

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## **Agenda Item #11**

### **MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: January 18, 2023

SUBJECT: MPO Dedicated Funding 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 six programs in Indiana and three 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 a project review meeting with Indiana project sponsors. There are no cost increase or phase shift requests. Staff will also discuss the current call for projects.

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## Agenda Item #12

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: January 4, 2023

SUBJECT: KIPDA Region Active Transportation Plan

With the KIPDA MPO Complete Streets policy formalized, staff plans to move into the second phase of regional complete streets efforts, the regional Active Transportation Plan (ATP) in 2023.

As envisioned by staff and the original Complete Streets working group, the ATP is intended to serve as a resource to local governments and agencies in the KIPDA region that can identify strengths and gaps in existing bicycle and pedestrian networks, provide best practice resources for local agencies, and assist in the prioritization of future bicycle and pedestrian projects. Similar plans are already in existence or being developed in many of our peer regions and are increasingly seen as an important best practice by the US Department of Transportation (USDOT).

To ensure that the ATP best serves the needs of KIPDA region jurisdictions, staff will convene an ATP working group to guide the development of this plan in 2023. It is anticipated that the working group would meet at least twice, with a Q1 2023 meeting to brief everyone on the planning process and gather input about specific needs and a follow up meeting later in the year to review and comment on the draft plan before it is finalized. For working group members who would like to be more engaged, there will be additional opportunities for feedback and direction as well.

The first meeting will be held in late January or February with a specific date chosen in the next two weeks. TTCC members who volunteered to serve on the working group will receive an email in the next week with potential meeting dates. Current working group members are:

- Aida Copic, TARC
- Dirk Gowin, Louisville Metro
- Matt Meunier, Jeffersontown
- Chad Reischl, Jeffersonville

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## Agenda Item #13

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Alex Posorske

DATE: January 4, 2023

SUBJECT: KIPDA Region Safe Streets and Roads for All Application Update

KIPDA staff submitted the region-wide application for a Safe Streets and Roads for All (SS4A) action plan planning grant in September 2022 and USDOT confirmed receipt of application with all required sections in October. Awards are expected to be announced in January. See below for a timeline of next steps, a list of participating jurisdictions, and a review of the SS4A grant opportunity.

#### 1. Timeline of Next Steps

- January 2023: Finalize RFP text and answer outstanding questions from the initial meeting
  - KIPDA would like to have an RFP ready to go so that if the regional effort is awarded a grant a consulting/engineering team can be lined up ASAP
- Late January 2023: USDOT scheduled decision window
- February - May 2023 (if funding is awarded): KIPDA issues RFP for consulting/engineering team
- May 2023 (if funding is awarded): Target date for kickoff meeting for SS4A regional action plan planning process
- May 2024 (if funding is awarded): Approximate completion date of SS4A action plan (assumed project time 9-15 months)
- Summer/Fall 2024 (if funding is awarded): Consideration of regional or jurisdiction-specific applications for SS4A implementation funding





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## 2. Participating Jurisdictions

The following jurisdictions are active participants that have pledged to contribute to the local match. Louisville Metro will not be a formal co-applicant but will partner in the application and has pledged a contribution to the local match proportional to population.

- Indiana
  - Clark County
  - Floyd County
  - Charlestown
  - Clarksville
  - Jeffersonville
- Kentucky
  - Bullitt County
  - Henry County
  - Oldham County
  - Shelby County
  - Spencer County
  - Trimble County
  - Jeffersontown
  - Mt Washington
  - Shepherdsville
  - St. Matthews

## 3. Background/review of SS4A grant opportunity

Safe Streets for All (SS4A) is a new competitive grant program established by the Bipartisan Infrastructure Law (BIL) – the recently passed federal infrastructure bill. SS4A grants are intended to improve roadway safety and support efforts to significantly reduce or eliminate transportation-related fatalities and serious injuries involving all roadway users – drivers; pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; and commercial vehicle operators

Awarded grants will be divided into two primary areas – action plan grants and implementation grants.

- Action plan grants will support a locality or region's efforts to develop, complete, or supplement a comprehensive safety action plan that establishes a well-defined strategy to

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prevent roadway fatalities and serious injuries. There is an expected minimum of \$200,000 for all awarded action plan grants and an expected maximum of \$1,000,000 for an action plan grant awarded to a local government and an expected maximum of \$5,000,000 for an action plan awarded to an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.). USDOT encourages action plan grant recipients to apply for implementation grants in the later years of the program.

- Implementation grants support the implementation of projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies may be infrastructure, behavioral, and/or operational activities. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements. Implementation grant awards are expected to range from \$5,000,000 to \$30,000,000 (for a local government) or \$50,000,000 (for an MPO or joint regional application).

The KIPDA region is not eligible for an implementation grant, but KIPDA staff recommended a region-wide action plan grant application for the following reasons:

- **The region will be eligible for more SS4A funding in the next five years.** Completing an action plan now will put the region in a strong position to win funding for implementation of projects in a relatively short time horizon. With \$5 billion available over five years, this could be an important opportunity to leverage federal funding to implement comprehensive safety improvements throughout the regional transportation network.
- **The region will be better positioned for additional federal funding.** Safety is increasingly one of the top priorities of USDOT. A regional transportation safety action plan will likely not only position the region for future SS4A grants but will position the region to be more competitive for a range of additional funding opportunities.
- **SS4A is an important opportunity to advance safety throughout the region.** Travel doesn't stop at the jurisdictional line, it's regional in nature. But the region does not have a comprehensive region-wide priority list of projects to ensure the safest transportation network possible for residents on both sides of the Ohio. SS4A is a great opportunity to do that and set in motion a generational round of safety improvements.

For more information email KIPDA Transportation Planner Alex Posorske at [alex.posorske@kipda.org](mailto:alex.posorske@kipda.org).

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## Agenda Item #14

### MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: January 18, 2023

SUBJECT: Administrative Modification 4I to the FY 2020-2025 Transportation Improvement Program (TIP)

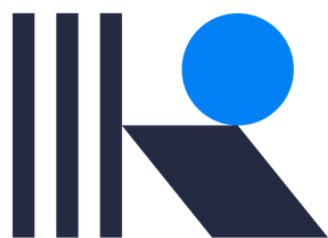
KIPDA has been informed of administrative modifications to be made to the FY 2020-2025 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor, and no action is required of the MPO Policy Committee.

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.





**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## **Administrative Modification 41**

# **Fiscal Year 2020 - 2025 Transportation Improvement Program (TIP)**

*January 26, 2023*





TIP Action:	Revise Project Description				
Project Sponsor:	Clark County	KIPDA ID:	2836	State ID:	1902768
County	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	Clark County Bridge 413	Funding Source:	Bridge	Open to Public Date:	2026
Total Estimated Project Cost:	\$4,672,650		Total Cost Programmed in TIP to date:	\$4,672,650	
Description:	<div>Clark County Bridge 413 is located over abandoned railroad tracks that have been removed and converted to a pedestrian path. The bridge will be removed and replaced with a three-sided culvert. Following construction, Clark County will relinquish the structure to the Town of Clarksville.</div> <div>Replace the surface and deck of the existing bridge and to inspect and improve the substructure and super-structure as needed. In addition two 8/10 foot shoulders will be added to allow the bridge to meet current national bridge design standards.</div>				
Justification:	Clark County Bridge 413 is located on Browns Station Way over an abandoned CSX line. Browns Station Way is classified as a freeway. The latest round on inspections identified the surface of Bridge 413 as "poor" and improvements were recommended. According to the latest bridge design codes a bridge located on a freeway must have 8-10' shoulders on either side of the throughway. Bridge 413 does not have shoulders. Any improvements to the bridge should include adding shoulders to the bridge.				
FY 20-25 TIP Funding:	<div>FY 2021 Preliminary Engineering phase with Bridge funds: \$357,920 (Federal) + \$89,480 (Other) = \$447,000 (Total)</div> <div>FY 2023 Right of Way phase with Bridge funds: \$155,200 (Federal) + \$38,800 (Other) = \$194,000 (Total)</div> <div>*FY 2025 Utilities phase with Bridge funds: \$258,000 (Federal) + \$64,500 (Other) = \$322,500 (Total)</div> <div>*FY 2025 Construction phase with Bridge funds: \$387,000 (Federal) + \$96,750 (Other) = \$483,750 (Total)</div> <div>*FY 2025 Construction phase with Bridge funds: \$2,580,000 (Federal) + \$645,000 (Other) = \$3,225,000 (Total)</div>				
TIP Action:	Add project as part of Group: Safety Improvements - Kentucky (2679)				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	5-944.00
County	Jefferson	Parent ID:	N/A	Group ID:	2679
Project Name:	Jefferson County Off-ramps	Funding Source:	Highway Safety Improvement Program - State (HSIP-ST)	Open to Public Date:	2024
Total Estimated Project Cost:	\$1,880,000		Total Cost Programmed in TIP to date:	\$1,880,000	
Description:	Installation of wrong way driving signs and pavement markings on various off-ramps in Jefferson County.				
Justification:	To improve the safety of road users				
FY 20-25 TIP Funding:	<div>FY 2023 Construction phase with HSIP-ST funds: \$1,880,000 (Federal) + \$0 (Other) = \$1,880,000 (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.