

K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 2

Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP) & Fiscal Year 2023- 2026 Transportation Improvement Program (TIP)

TPC Approval Scheduled for

June 22, 2023





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



**FY 2023-2026 Transportation Improvement Program
&
Connecting Kentuckiana 2050 Metropolitan Transportation Plan**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP)

Changes have been proposed to the TIP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 2
- 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-2/> and click on the *Amendment 2 Map* link.
- Emailing kipda.trans@kipda.org.
- Mail to the following address.

TIP and MTP Amendment, KIPDA

11520 Commonwealth Drive, Louisville, KY 40299

- Attend the virtual open house on June 7th 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-2>

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

11520 Commonwealth Drive
Louisville, KY 40299
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Phone: 502.266.6084
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**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #2 of the
*Connecting Kentuckiana 2050 Metropolitan Transportation Plan***

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

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

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

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, Participation Plan, Title VI: Environmental Justice Plan, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2050 Metropolitan Transportation Plan*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

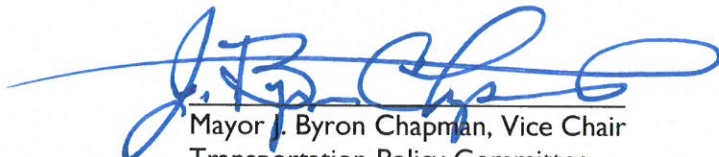


Area Agency on Aging and Independent Living
Area Development District
Metropolitan Planning Organization



Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #2 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 22nd day of June 2023.



Mayor J. Byron Chapman, Vice Chair
Transportation Policy Committee



Andy Rush, Director
KIPDA Transportation Division

**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #2 of
the FY 2023 - FY 2026 Transportation Improvement Program**

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

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

Whereas, the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

Whereas, the FY2023 -FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non--dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2022 - 2026 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the June 22, 2023, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,



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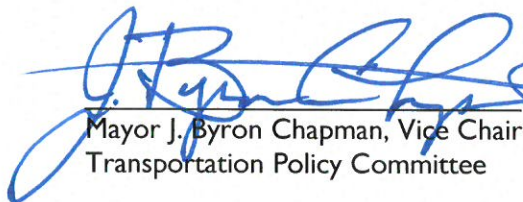
Whereas, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

Whereas, *Connecting Kentuckiana 2050*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #2 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 22nd day of June 2023.


Mayor J. Byron Chapman, Vice Chair
Transportation Policy Committee


Andy Rush, Director
KIPDA Transportation Division



AMENDMENT 2 SCHEDULE

Fiscal Year (FY) 2023- 2026 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

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| <i>Project Applications (new or modified) are due from sponsors</i> | <i>May 3, 2023</i> |
| <i>KIPDA staff completes project review</i> | <i>May 4, 2023 - May 12, 2023</i> |
| <i>Interagency Consultation Group (IAC) Coordination</i> | <i>May 17, 2023</i> |
| <i>Public comment period</i> | <i>May 24, 2023- June 7, 2023</i> |
| <i>Transportation Technical Coordinating Committee (TTCC) Recommendation</i> | <i>June 14, 2023</i> |
| <i>Comments sent to the Transportation Policy Committee (TPC)</i> | <i>June 8, 2023</i> |
| <i>TPC Action</i> | <i>June 22, 2023</i> |

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://kipdatransportation.org/forms/>



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| MTP Action: | Change to the project description | | | | |
| TIP Action: | Change to the project description | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Oldham County | KIPDA ID: | 2981 | State ID: | TBD |
| County | Oldham | Parent ID: | 327 | Group ID: | N/A |
| Project Name: | Mattingly/Old LaGrange Road Trail | Funding Source: | STBG-MPO | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$1,250,000 | | Total Cost Programmed in TIP to date: | \$1,250,000 | |
| Description: | <div>Construct a section of the Oldham County Greenways Trail. This section will be a 10" shared use path along the KY 393 realignment to the entrance of Wendell Moore Park.</div> <div>A new section of 10' wide shared use path was constructed with the Commerce Parkway Extension project which terminates on Mattingly Road. This project will continue the 10' shared use path along Mattingly Road and then south towards I-71 along Old LaGrange Road to the existing pedestrian bridge over I-71 at Exit 18. It will also extend north from the intersection with Mattingly Road along Old LaGrange Road to the intersection with KY 146.</div> | | | | |
| Justification: | <div>The KY 393 Trail is a child project of the overall Oldham County Bicycle and Pedestrian Trail that will eventually connect LaGrange to Jefferson County. It will connect to an already existing section of the trail and provide alternate transportation options to Oldham County residents.</div> <div>This trail will provide the needed connection to the existing pedestrian bridge over I-71 and move forward Oldham County's overall greenways plan to connect from LaGrange to Jefferson County. Currently there are no facilities on Mattingly or Old LaGrange Road separating vehicular traffic from pedestrians and cyclists.</div> | | | | |
| FY 23-26 TIP Funding: | <div>FY 2023 Design phase with STBG-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total)</div> <div>FY 2024 ROW phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</div> <div>FY 2025 Utilities phase with STBG-MPO funds: \$139,000 (Federal) + \$34,750 (Other) = \$173,750 (Total)</div> <div>FY 2026 Construction phase with STBG-MPO funds: \$ 500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)</div> | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | TBD | State ID: | TBD |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Sidewalk Rehabilitation - Community Project Funding | Funding Source: | Community Project Funding (CPF) | Open to Public Date: | 2024 |
| Total Estimated Project Cost: | \$1,250,000 | | Total Cost Programmed in TIP to date: | \$1,250,000 | |
| Description: | Rehabilitate existing sidewalks and ramps to meet ADA-compliance, improve their condition, and remove barriers to pedestrian accessibility in Metro Council Districts 1, 2, 3, 4, 5, and/or 6. | | | | |
| Justification: | <p>This project will maintain the existing system in a state of good repair, remove barriers to accessibility, improve modal choice, and enhance pedestrian safety.</p> <p>Louisville Metro has evaluated the condition of over 1,800 linear miles of sidewalks and has determined that over \$60M is needed for these repairs. For this project, sidewalk rehabilitation was prioritized with the following criteria:</p> <ol style="list-style-type: none"> 1. Where entire blocks of sidewalks are rated the worst; 2. Within Environmental Justice (EJ) or Justice 40 areas; 3. Within areas with high concentrations of households with no vehicles available; 4. Within areas with a high number of pedestrian crashes; and 5. Within close proximity of schools. <p>Based upon this criteria, six of 26 Council Districts are to be prioritized: 1, 2, 3, 4, 5, and/or 6.</p> | | | | |
| FY 23-26 TIP Funding: | FY 2023 Construction phase with Community Project Funding: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total) | | | | |

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| MTP Action: | Modify description and project length | | | | |
| TIP Action: | Modify description and project length | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 2064 | State ID: | 05-8703.00 |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | East Market Street Streetscape Improvements | Funding Source: | Surface Transportation Block Grant (STBG) - MPO | Open to Public Date: | 2024 |
| Total Estimated Project Cost: | \$14,000,000 | | Total Cost Programmed in TIP to date: | \$14,000,000 | |
| Description: | <p>Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 2.1 miles.</p> <p>Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Baxter Avenue. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 0.96 miles.</p> | | | | |
| Justification: | <p>This project is for the design and construction documents of the improvements East Market Street and intersecting streets within the area generally bounded by Brook Street to the west; Billy Goat Strut Alley to the north; Baxter Avenue to the east; and Nanny Goat Strut Alley to the south. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.</p> <p>This project is for the design and construction documents of the improvements East Market Street from Brook Street and Baxter Avenue. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.</p> | | | | |
| FY 23-26 TIP Funding: | FY 2024 Construction phase with STBG-MPO funds: \$8,700,000 (Federal) + \$2,300,000 (Other) = \$11,000,000 (Total) | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add new Utilities Phase, Update TIP Funding | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 381 | State ID: | 5-8001.00 |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Buechel Bank Road | Funding Source: | Varies | Open to Public Date: | 2025 |
| Total Estimated Project Cost: | \$15,217,000 \$15,967,000 | | Total Cost Programmed in TIP to date: | \$14,631,250 \$15,967,000 | |
| Description: | Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles. | | | | |
| Justification: | This project will reduce traffic congestion. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Utilities phase with Community Project Funding: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total) FY 2024 Construction phase with STBG-MPO funds: \$6,005,000 (Federal) + \$1,501,150 (Other) = \$7,506,250 (Total) | | | | |
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| MTP Action: | None | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 3160 | State ID: | TBD |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Rightsizing Louisville for Safe Street | Funding Source: | SS4A | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$26,771,000 | | Total Cost Programmed in TIP to date: | \$26,771,000 | |
| Description: | <p>Improve safety on 10 roadway corridors by employing low-cost, high-impact strategies, including: street rightsizing (road diets), roundabouts, sidewalks and ADA ramps, curb extensions and pedestrian refuge islands, ladder-style crosswalks and other types of improved striping, traffic signal improvements (rebuild signals and add retroreflective backplates), bus shelters, raised medians, and mid-block crossing pedestrian signals.</p> | | | | |
| Justification: | <p>Improve safety at the locations that were identified through the Vision Zero Louisville Safety Report (2021) Technical Appendix, Table 19. While the primary goal is to improve safety for bicyclists and pedestrians, especially in underserved communities, this project also supports goals to improve equity, climate, sustainability, quality job creation, and economic strength and global competitiveness by making Louisville's streets safe for all people.</p> | | | | |
| FY 23-26 TIP Funding: | <p>FY 2023 Planning phase with SS4A funds: \$35,121 (Federal) + \$8,780 (Other) = \$43,901 (Total)</p> <p>FY 2023 Design phase with SS4A funds: \$727,867 (Federal) + \$181,967 (Other) = \$909,833 (Total)</p> <p>FY 2024 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>FY 2024 Design phase with SS4A funds: \$1,277,733 (Federal) + \$319,433 (Other) = \$1,597,167 (Total)</p> <p>FY 2025 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,588 (Other) = \$87,788 (Total)</p> <p>FY 2025 Design phase with SS4A funds: \$428,000 (Federal) + \$107,000 (Other) = \$535,000 (Total)</p> <p>FY 2025 Construction phase with SS4A funds: \$4,232,414 (Federal) + \$1,058,104 (Other) = \$5,290,518 (Total)</p> <p>FY 2026 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>FY 2026 Design phase with SS4A funds: \$57,600 (Federal) + \$14,400 (Other) = \$72,000 (Total)</p> <p>FY 2026 Construction phase with SS4A funds: \$8,195,829 (Federal) + \$2,048,957 (Other) = \$10,244,786 (Total)</p> <p>*FY 2027 Planning phase with SS4A funds: \$70,230 (Federal) + \$17,558 (Other) = \$87,788 (Total)</p> <p>*FY 2027 Construction phase with SS4A funds: \$4,742,957 (Federal) + \$1,185,739 (Other) = \$5,928,696 (Total)</p> <p>*FY 2028 Planning phase with SS4A funds: \$17,588 (Federal) + \$4,389 (Other) = \$21,947 (Total)</p> <p>*FY 2028 Construction phase with SS4A funds: \$672,800 (Federal) + \$168,200 (Other) = \$841,000 (Total)</p> | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | TBD | State ID: | 2300274 |
| County | Clark, Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | National Electric Vehicle Infrastructure (NEVI) | Funding Source: | National Highway Performance Program (NHPP) | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$63,647,090 | | Total Cost Programmed in TIP to date: | \$63,647,090 | |
| Description: | Electric vehicle charging infrastructure at various locations along Indiana Interstates. Locations TBD. | | | | |
| Justification: | The National Electric Vehicle Infrastructure Formula Program strategically deploys electric vehicle charging infrastructure and supports an interconnected network to facilitate data collection, access, and reliability. Eligible funding uses include acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments. | | | | |
| FY 23-26 TIP Funding: | <div>FY 2024 Preliminary Engineering phase with NHPP funds: \$4,271,649 (Federal) + \$1,067,912 (Other) = \$ (Total)</div> <div>FY 2024 Construction phase with NHPP funds: \$16,972,536 (Federal) + \$4,243,134 (Other) = \$21,215,670 (Total)</div> <div>FY 2025 Preliminary Engineering phase with NHPP funds: \$4,271,649 (Federal) + \$1,067,912 (Other) = \$5,339,562 (Total)</div> <div>FY 2025 Construction phase with NHPP funds: \$16,972,550(Federal) + \$4,243,137 (Other) = \$21,215,687 (Total)</div> <div>FY 2026 Construction phase with NHPP funds: \$16,972,585(Federal) + \$4,243,146 (Other) = \$21,215,731 (Total)</div> | | | | |
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| TIP Action: | Add New Project to TIP | | | | |
| MTP Action: | Add New Project to MTP | | | | |
| Exempt/Non-Exempt: | Exempt | Model Impact: | No change to model impact. | | |
| Project Sponsor: | TARC | KIPDA ID: | TBD | State ID: | TBD |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Purchase Replacement Fixed Route Buses | Funding Source: | Section 5307 | Open to Public Date: | 2023 |
| Total Estimated Project Cost: | \$7,750,000 | | Total Cost Programmed in TIP to Date: | \$7,750,000 | |
| Description: | Purchase up to fourteen (14) 40-foot low-floor, clean diesel and/or extended range battery electric buses using FY 2023 apportioned funds. | | | | |
| Justification | This project will replace buses that have been in service for 15 years or more, which is well past their expected useful lives. The project will improve the fixed route fleet state of good repair, lower maintenance costs, and improve the fleet's safety. | | | | |
| FY 23-26 TIP Funding: | FY 2023 Transit Capital phase with Section 5307 Mass Transit Trust Funds: \$6,200,000 (Federal) + \$1,550,000 (Other) = \$7,750,000 (Total) | | | | |



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MINUTES

KENTUCKIANA REGIONAL PLANNING & DEVELOPMENT AGENCY (KIPDA)

KIPDA INTERAGENCY CONSULTATION

11492 BLUEGRASS PARKWAY, LOUISVILLE, KY 40299
TRANSPORTATION CONFERENCE ROOM
MEETING ALSO CONDUCTED THROUGH ZOOM

WEDNESDAY MAY 17, 2023 – 3:00 P.M.

MEMBERS ATTENDING

Mr. Isidro Delgado Herrera
Ms. Tonya Higdon
Ms. Michelle King
Ms. Dianna Myers
Mr. Richard Wong
Mr. Nick Vail
Mr. Craig Butler
Ms. Erica Tait
Ms. Sarah LaRocca
Mr. Andy Rush

REPRESENTING

KYTC
FHWA-KY
LOUISVILLE METRO APCD
EPA-R4
EPA-R4
FHWA-KY
LOUISVILLE METRO APCD
FHWA-IN
EPA-R4
KIPDA

OTHERS ATTENDING

Mr. Randy Simon
Ms. Chris Nicolas
Mr. Mick Logsdon
Mr. Greg Burress

REPRESENTING

KIPDA
KIPDA
KIPDA
KIPDA

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Area Agency on Aging and Independent Living
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Welcome/Roll Call

A total of eight state, regional, federal, and local agencies were in attendance with 14 representatives to participate in the IAC video conference call for Amendments 2 and 3 of the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan and the *FY 2023-2026 Transportation Improvement Program*. The meeting began just after 3:00 p.m.

Amendment 1 Project discussion

Before the discussion of Amendments 2 and 3, FHWA requested an update on the development of the new KIPDA MTP & TIP and Amendment 1 of the new TIP. Those are scheduled for KIPDA TPC approval at their May 25th meeting. Amendment 1 was discussed. Mr. Andy Rush provided updates to the TIP and MTP statuses. Details were provided for Amendment 1 including the public review being recently completed. Mr. Rush asked if there were any questions.

Mr. Nick Vail states a non-exempt project was included in Amendment 9 (of the current MTP & TIP), which is now in Amendment 1 and asks if analysis needs to be re-run. Mr. Vail leans to a no and Ms. Dianna Myers asks for an additional explanation of Amendment 1. It is then discussed that the Louisville Area has been changed to moderate for ozone and projects in Amendment 1 will need new analysis that includes a new 2023 model year. Without this change, the analysis for Amendment 1 would be the same analysis used previously for the MTP update. Discussion is then turned to the updates to the MTP and the TIP. It is determined that the analysis was underway prior to January 7, 2023, change so the updates to the MTP and TIP can continue. Ms. Myers says that a 2023 model is required in MOVES and that Mr. Simon will provide information to Mr. Craig Butler for a MOVES model run. Mr. Simon and Mr. Butler agree.

Amendments 2 and 3 Project discussion

KIPDA staff presents the following exempt projects for comment and there are no objections on any:

- an Oldham County trail project (KIPDA ID 2981),
- a new Louisville Metro project “Sidewalk Rehabilitation- Community Project Funding”,
- a reduction in project size for East Market Streetscape improvements (KIPDA ID 2064) in Louisville.
- Reimagine 9th Street (KIPDA ID 2733) is introduced as a non-exempt project but only due to two-way conversions and there are no objections.

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- Mr. Rush also presents a funding change for a center turn lane project on Buechel Bank Road (KIPDA ID 381) in Louisville and there are no objections.
- A new project for road diets on 10 separate roadways (KIPDA ID 3160) in Louisville is presented as exempt. Mr. Vail concurs that road diets are exempt and there are no objections.
- A new electric vehicle charging infrastructure project, “National Electric Vehicle Infrastructure (NEVI)” is presented as exempt with no objections.
- An I-64 added travel lanes project (KIPDA ID 2899) in Floyd County, Indiana is presented as non-exempt due to funding change and a negligible project description and scope change. The change affects approximately 1/3 of a mile and the project is due to open in 2027. Mr. Rush asks if a new analysis is needed. Ms. King raises the concept of “*de minimis*.” Ms. Myers suggests new modeling is required. Mr. Butler disagrees. Ms. King discusses technical details. Mr. Rush states that KIPDA will remodel the project but that it will therefore need to be included in a full amendment to be known as Amendment 3.
- KIPDA staff continues to present a TARC project “Purchase Replacement Fixed Route Buses” as exempt and there are no objections.

Other Business

Mr. Simon presents changes to the Memorandum of Understanding between the IAC members. Ms. Myers acknowledges changes to local governments and recommends that local governments sign, but that EPA Region 4 will not sign. The meeting is adjourned at approximately 6:00 p.m.

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