

**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 5

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

TPC Approval on  
*February 22, 2024*





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

March 27, 2024

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223-6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. Jarrett Haley, Executive Director  
Louisville Area Metropolitan Planning Organization  
c/o Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following document(s):

Amendment 5 to the 2023-2026 Transportation Improvement Program (TIP) and  
2050 Metropolitan Transportation Plan (MTP) for the Louisville Area Metropolitan  
Planning Organization (MPO)  
(MPO approval resolution signed on February 22, 2024)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions
- use of the latest emissions model
- use of appropriate consultation procedures
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP), and
- provisions for the timely implementation of transportation control measures in the SIP

We found that these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and PM<sub>2.5</sub> National Ambient Air Quality

Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

TODD A JETER

Digitally signed by TODD A  
JETER  
Date: 2024.03.27 11:12:33  
-04'00'

Todd Jeter  
Division Administrator

CC: Aviance Webb, FTA-R4  
Erica Tait, FHWA-IN  
Tonya Higdon, FHWA-KY  
Jane Spann, EPA-R4  
Dianna Myers, EPA-R4  
Simone Jarvis, EPA-R4  
Michael Kennedy, KEEC-DAQ  
Rachael Hamilton, APCD  
Aida Copic, TARC  
Ron Rigney, KYTC-Program Management  
Mikael Pelfrey, KYTC-Planning  
Andy Rush, Louisville Area MPO



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



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment 5 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 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,

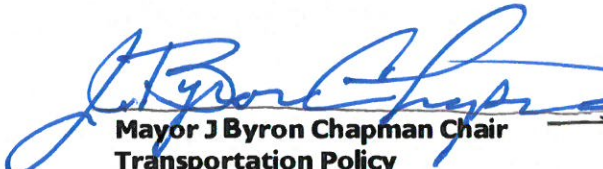


Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



**Be it further resolved,** that the KIPDA staff is authorized to transmit Amendment 5 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 22<sup>nd</sup> day of February 2024.

  
**Mayor J Byron Chapman Chair  
Transportation Policy  
Committee**

  
**Andy Rush, Director  
KIPDA Transportation Division**



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



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #5 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 2024 -2028 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 February 22, 2024, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

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

Phone: 502.266.6084  
Fax: 502.266.5047  
TDD: 800.648.6056





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



**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 #5 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 22<sup>nd</sup> day of February 2024.

  
Mayor J Byron Chapman, Chair  
Transportation Policy Committee

  
Andy Rush, Director  
KIPDA Transportation Division



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 and MTP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

- Schedule for Amendment 5
- A listing of all projects being added, removed and/or modified
- 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/amendment5/> and click on the *Amendment 5 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail to the following address
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD)

**TIP and MTP Amendment, KIPDA**

**11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the hybrid open house on January 31<sup>st</sup> from 5:00 to 6:00 pm at the Floyd County Library in New Albany, Indiana and via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual portion of the public meeting can be found at: <https://kipdatransportation.org/amendment5/>

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

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

Phone: 502.266.6084  
Fax: 502.266.5074  
TDD: 800.648.6056







# AMENDMENT 5 SCHEDULE

## Connecting Kentuckiana (CK) 2050 Metropolitan Transportation Plan (MTP) 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

Project applications (new or modified) are due from sponsors	December 15, 2023
KIPDA staff completes project review	January 3, 2024
Air quality conformity activities	January 4, 2024- January 23, 2024
Interagency Consultation Group (IAC) Coordination	Week of January 15, 2024
Public comment period	January 24, 2024 February 7, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 14, 2024
Comments sent to the Transportation Policy Committee (TPC)	February 8, 2024
TPC Action	February 22, 2024

### 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/>



<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	Add to 2030,2035,2040, and 2050 scenarios	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	TBD
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	One-Way to Two-Way Conversion of 2nd Street and 3rd Street	<b>Funding Source:</b>	Safe Streets and Roads for All (SS4A)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$12,500,000		<b>Total Cost Programmed in TIP to date:</b>	\$12,500,000	
<b>Description:</b>	Convert 2nd Street and 3rd Street (KY 1020) from one-way couplets to two-way traffic between W. Cardinal Blvd. (MP 10.32) and Broadway (MP 12.10). Design and construct safety improvements at all intersections in between the termini, including consideration of: rebuild traffic signals to box spans with retroreflective backplates, remove previously warranted traffic signals and convert to all-way stops, crosswalk visibility enhancements, curb bulb-outs, dedicated left- and right-turn lanes, bicycle lanes, walkways such as sidewalks and ADA ramps, lighting, and set appropriate speed limits for all road users.				
<b>Justification:</b>	Improve safety for all modes of transportation by emphasizing one street to be used by motor vehicles and minimizing the other street for through-motorists. Appropriate vehicular speeds and calmed traffic will restore the neighborhood character, support local businesses, and ensure equitable and sustainable modes of transportation are accessible to all people.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Planning phase with SS4A funds: \$60,000 (Federal) + \$40,000 (Other) = \$100,000 (Total)  FY 2024 Design phase with SS4A funds: \$138,000 (Federal) + \$92,000 (Other) = \$230,000 (Total)  FY 2025 Design phase with SS4A funds: \$240,000 (Federal) + \$160,000 (Other) = \$400,000 (Total)  FY 2025 ROW phase with SS4A funds: \$45,000 (Federal) + \$30,000 (Other) = \$75,000 (Total)  FY 2025 Construction phase with SS4A funds: \$7,017,000 (Federal) + \$4,678,000 (Other) = \$11,695,000 (Total)				

<b>MTP Action:</b>	Update project name, description, total project cost to reflect recombined phases				
<b>TIP Action:</b>	Update project name, description, total project cost and TIP funding to reflect recombined phases				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	2128	<b>State ID:</b>	1400550- & 1800900
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Charlestown Road Complete Street - Multi-Use Trail -Phase 1	<b>Funding Source:</b>	CMAQ-MPO & HSIP-State	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	\$3,331,239 \$5,163,310		<b>Total Cost Programmed in TIP to date:</b>	\$3,331,239 \$5,163,310	
<b>Description:</b>	<p>Construction of a multi-use path on Charlestown Rd. from Sunset Drive to Chapel Lane and include pedestrian bridge.</p> <p>Multi-use trail to connect County Line Road to Lewis Endres Parkway. Project is an approximately 1.5 mile pedestrian-bike trail that connects several large neighborhoods to commercial and recreational nodes along Charlestown Road. Also, the facility provides a safe mode of transportation for bike and pedestrian travel.</p>				
<b>Justification:</b>	<p><del>This project has already been approved. This request is to split the project into Phases. Phase one will construct a section of trail from Sunset Drive to Chapel Lane and include the construction of a pedestrian bridge. Phase two which will be constructed in the future will connect Chapel Lane to County Line Road.</del></p> <p>Anticipated outcome will be the creation of a facility that would increase pedestrian and biking trips along the Charlestown Road Corridor which is a minor arterial. It has been designed to increase these modes of transportation to reduce emissions and increase safety.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 ROW with CMAQ-MPO funds: \$150,000 (Federal) + \$37,500 (Other) = \$187,500 (Total)</p> <p><del>FY 2024 Construction with CMAQ MPO funds: \$1,095,942 (Federal) + \$781,750 (Other) = \$1,877,692 (Total)</del></p> <p>FY 2025 Construction Engineering (CE) with HSIP-State funds: \$435,494 (Federal) + \$48,388 (Other) = \$483,882 (Total)</p> <p>FY 2025 Construction (CN) with HSIP-State funds: \$2,903,293 (Federal) + \$322,588 (Other) = \$3,225,881 (Total)</p>				

<b>MTP Action:</b>	Remove from MTP				
<b>TIP Action:</b>	Remove from TIP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	3047	<b>State ID:</b>	2301652
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Charlestown Road Complete Street - Multi-Use Trail Phase 2	<b>Funding Source:</b>	CMAQ-MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,842,692		<b>Total Cost Programmed in TIP to date:</b>	\$1,842,692	
<b>Description:</b>	Construction of a multi-use path on Charlestown Rd to connect Chapel Lane to County Line Road.				
<b>Justification:</b>	This project has already been approved. This request is to split the project into Phases. Phase one will construct a section of trail from Sunset Drive to Chapel Lane and include the construction of a pedestrian bridge. Phase two which will be constructed in the future will connect Chapel Lane to County Line Road.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Construction with CMAQ-MPO funds: \$1,474,153 (Federal) + \$368,538 (Other) = \$1,842,692(Total)				
<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	2393	<b>State ID:</b>	1700725
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Riverside Drive	<b>Funding Source:</b>	Various	<b>Open to Public Date:</b>	2024
<b>Total Estimated Project Cost:</b>	<del>\$7,343,873</del> \$10,241,966		<b>Total Cost Programmed in TIP to date:</b>	<del>\$3,586,502</del> \$10,241,966	
<b>Description:</b>	Reconstruct Riverside Drive from the town limits to Ashland Park, including sidewalks and parking on both sides of roadway, and an elevated cycle track on the south side of roadway. 0.25 miles.				
<b>Justification:</b>	Reconstruction of the existing roadway, improving the safety of the corridor and improving pedestrian and bicycle facilities.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Construction phase with STBG-MPO funds: \$134,029 (Federal) + \$33,507 (Other) = \$167,536 (Total)  FY 2024 Construction (CE) phase with Local funds: \$0 (Federal) + \$575,000 (Other) = \$575,000 (Total)  FY 2024 Construction (CN) phase with Group III funds: \$4,864,371 (Federal) + \$1,216,093 (Other) = \$6,080,000 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	1802047
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 CCTV/DMS from 3 miles west of SR 69 to 1 mile west of SR 62/64, Excluding Vanderburgh & Warrick Counties	<b>Funding Source:</b>	Interstate Management (IM)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$6,400,000		<b>Total Cost Programmed in TIP to date:</b>	\$6,400,000	
<b>Description:</b>	Deployment of 14 CCTV Cameras and six Dynamic Message Signs on I-64 from 3 miles west of SR 69 near the Illinois State Line to 1 mile west of SR 62/64, Excluding Vanderburgh & Warrick Counties. The easternmost four CCTV Cameras and one DMS are located in Floyd County.				
<b>Justification:</b>	The deployment of CCTV Cameras and Dynamic Message Signs on I-64 across Southern and Southwestern Indiana will improve traffic monitoring and incident response capabilities by INDOT Traffic Management Center personnel and greatly improve pre-trip and en-route traveler information.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Preliminary Engineering with IM funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total)  *FY 2028 Construction with IM funds: \$5,310,000 (Federal) + \$590,000 (Other) = \$5,900,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update description and project limits				
<b>TIP Action:</b>	Update description and project limits				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clarksville	<b>KIPDA ID:</b>	3018	<b>State ID:</b>	2300582
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Progress Way Roadway Improvements	<b>Funding Source:</b>	STBG-MPO	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$6,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$6,250,000	
<b>Description:</b>	<p>The project will install new curb and gutter, sidewalks, and drainage along Progress Way from I-65 to Broadway. The width of the lanes will not change, instead they will be shifted south slightly to allow for drainage improvements. <del>There will also be a reworking of the intersection with Addmore and Progress Way.</del></p>				
<b>Justification:</b>	<p>The Town is seeing significant growth along Progress Way. This includes the addition of Cunningham Campers and a large apartment complex, both near the Addmore Lane Intersection. The area is already well traveled as a bypass around Veteran's Parkway and the additional apartments will increase the traffic on the roadway. There is not a need for capacity, but instead a need to increase safety along the roadway. The road lacks drainage, curbs, gutters and a walking path. These are needed to increase safety along the entire corridor.</p> <p>The area west of Sam Gwin is highly traveled by individuals living in the Senior Housing along Greentree North. They often travel in and cross the roadway in their motorized scooters. This very unsafe and the proposed improvements will give them a place to safely cross and travel.</p>				
<b>FY 23-26 TIP Funding:</b>	<p>FY25 Right of Way phase with STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)</p> <p>*FY27 Utilities phase with STBG-MPO funds: \$700,000 (Federal) + \$175,000 (Other) = \$875,000 (Total)</p> <p>*FY27 Construction phase with STBG-MPO funds: \$1,817,926 (Federal) + \$3,182,074 (Other) = \$5,000,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Remove child project (Parent remains in MTP, child remains in TIP)				
<b>TIP Action:</b>	None				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	2175	<b>State ID:</b>	5-410.00
<b>County</b>	Oldham	<b>Parent ID:</b>	327	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Old LaGrange Road Improvements Oldham County Bicycle & Pedestrian Trail	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,563,383		<b>Total Cost Programmed in TIP to date:</b>	\$2,563,383	
<b>Description:</b>	Construct a bicycle and pedestrian trail section along Old LaGrange Road from North Camden Lane to the KY 329 Bypass and on to the intersection with KY 146 in Crestwood.				
<b>Justification:</b>	To provide improved access for pedestrians and bicyclists along Old LaGrange Road.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 ROW phase with STBG-MPO funds: \$214,676 (Federal) + \$48,302 (Other) = \$262,978 (Total)  FY 2024 ROW phase with STBG-State funds: \$340,324 (Federal) + \$85,081 (Other) = \$425,405 (Total)  FY 2025 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)  FY 2026 Construction phase with STBG-MPO funds: \$500,000 (Federal) + \$125,000 (Other) = \$625,000 (Total)				

<b>MTP Action:</b>	Remove project				
<b>TIP Action:</b>	None				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	3178	<b>State ID:</b>	400935
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Salem-Noble Road From Highway 62 to Jeffersonville- Charlestown Pike	<b>Funding Source:</b>	STBG-MPO	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$4,540,850		<b>Total Cost Programmed in TIP to date:</b>	\$4,540,850	
<b>Description:</b>	The project begins at the intersection of Highway 62 and Salem-Noble Road and extends to the intersection of Salem-Noble Road and Jeffersonville-Charlestown Pike approximately 0.35 miles. The project is a part of the Clark County Salem-Noble Road project that started in 2004. The project plans to widen the roadway, add sidewalk on one side, and improve drainage along the corridor.				
<b>Justification:</b>	Clark County began the design of the Salem-Noble Road in 2004. Improved access from Highway 62 to CR 403 are needed to help improve the growth in the area. The improved project corridor will provide the first leg of the Salem-Noble Road project and will provide a pedestrian safe sidewalk for this section.				
<b>FY 23-26 TIP Funding:</b>	N/A				
<b>MTP Action:</b>	Add to MTP				
<b>TIP Action:</b>	Remove Group ID, update TIP funding and update the Total Estimated Project Cost				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2847	<b>State ID:</b>	1900366
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	<del>2678</del>
<b>Project Name:</b>	US 150 at Old Vincennes Road	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$566,948</del> \$1,094,489		<b>Total Cost Programmed in TIP to date:</b>	<del>\$566,948</del> \$704,799	
<b>Description:</b>	Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.				
<b>Justification:</b>	To allow for gaps for vehicles turning from Old Vincennes Road to US 150 and from eastbound US 150 to Old Vincennes Road in such a manner that traffic on US 150 does not significantly queue.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 ROW phase with STBG-State funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total)  FY 2024 Preliminary Engineering phase with STBG-State funds: \$20,168 (Federal) + \$5,042 (Other) = \$25,210 (Total)  FY 2025 Utilities phase with STBG-State funds: \$17,600 (Federal) + \$4,400 (Other) = \$22,000 (Total)  FY 2025 Construction phase with NHPP funds: \$437,558 (Federal) + \$109,390 (Other) = \$546,948 (Total)  FY 2025 Construction (CN) phase with NHPP funds: \$510,071 (Federal) + \$127,518 (Other) = \$637,589 (Total)				



<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Non-Exempt		<b>Model Impact:</b>	Remove from 2025 scenario.	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2616	<b>State ID:</b>	1700135
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Widening of I-65	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2025 2026
<b>Total Estimated Project Cost:</b>	\$270,796,953 \$260,971,778		<b>Total Cost Programmed in TIP to date:</b>	\$270,796,953 \$260,971,778	
<b>Description:</b>	Widen I-65 from 4 to 6 lanes from 0.25 miles south of Biggs Road (RP 16+42) in Clark County to Scottsburg (RP 28.88).				
<b>Justification:</b>	The purpose of this project is to address the safety concern of the wet spots, remove the stripped HMA pavement, replace the existing underdrain system, and improve the subgrade beneath the pavement and construct added travel lanes in this portion of I-65.				
<b>FY 23-26 TIP Funding:</b>	<p><del>*FY 2020 Preliminary Engineering phase with NHPP funds: \$2,700,000 (Federal) + \$300,000 (Other) = \$3,000,000 (Total)</del></p> <p>*FY 2020 Preliminary Engineering phase with NHPP funds: \$6,140,075 (Federal) + \$682,230 (Other) = \$6,822,305 (Total)</p> <p>*FY 2021 Preliminary Engineering phase with NHPP funds: \$848,276 (Federal) + \$94,253 (Other) = \$942,529 (Total)</p> <p>*FY 2022 Preliminary Engineering phase with NHPP funds: \$1,429,177 (Federal) + \$158,797 (Other) = \$1,587,974 (Total)</p> <p>FY 2023 Preliminary Engineering phase with NHPP funds: \$0 (Federal) + \$32,900 (Other) = \$32,900 (Total)</p> <p><del>FY 2024 Preliminary Engineering phase with NHPP funds: \$1,350,000 (Federal) + \$150,000 (Other) = \$1,500,000 (Total)</del></p> <p><del>FY 2024 Construction phase with NHPP funds: \$129,179,867 (Federal) + \$14,353,319 (Other) = \$143,533,186 (Total)</del></p> <p><del>FY 2024 Construction phase with NHPP funds: \$199,338,331 (Federal) + \$49,834,582 (Other) = \$249,172,913 (Total)</del></p> <p>FY 2025 Construction (CE) phase with NHPP funds: \$17,518,251 (Federal) + \$1,946,472 (Other) = \$19,464,723 (Total)</p> <p>FY 2025 Construction (CN) phase with NHPP funds: \$208,909,212 (Federal) + \$23,212,135 (Other) = \$232,121,347 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non-Exempt:</b>	Non-Exempt	<b>Model Impact:</b>	No change to the model.		
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2899	<b>State ID:</b>	1900162
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Added Travel Lanes	<b>Funding Source:</b>	Various	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$191,240,000 \$170,683,885		<b>Total Cost Programmed in TIP to date:</b>	\$159,685,687 \$159,885,687	
<b>Description:</b>	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
<b>Justification:</b>	To improve traffic congestion and accessibility.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHPP funds: \$9,379,332 (Federal) + \$5,248,368 (Other) = \$14,627,700 (Total)  FY 2023 Utilities PE phase with NHPP funds: \$0 (Federal) + \$68,500 (Other) = \$68,500 (Total)  FY 2024 Right of Way phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)  FY 2024 Utilities PE phase with NHPP funds: \$540,000 (Federal) + \$60,000 (Other) = \$600,000 (Total)  FY 2025 Construction phase with NHPP funds: \$19,842,336 (Federal) + \$2,204,704 (Other) = \$22,047,040 (Total)  <del>FY 2025 Utilities PE phase with NHPP funds:  \$360,000 (Federal) + \$40,000 (Other) = \$400,000 (Total)</del>  FY 2026 Construction phase with NHPP funds: \$110,063,202 (Federal) + \$12,229,245 (Other) = \$122,292,447 (Total)				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Non-Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3150	<b>State ID:</b>	2200016
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 New Bridge Over I-64 EB to I-265 EB Ramp	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$6,630,494 \$8,954,952		<b>Total Cost Programmed in TIP to date:</b>	\$6,630,494 \$8,954,952	
<b>Description:</b>	New bridge construction on I-64 over the I-64 eastbound to the I-265 eastbound ramp.				
<b>Justification:</b>	This project will provide a new eastbound alignment over I-64 eastbound to the I-265 eastbound ramp.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2025 Construction phase with NHPP funds: \$5,967,445 (Federal) + \$663,049 (Other) = \$6,630,494 (Total)</del>  FY 2025 Construction (CN) phase with NHPP funds: \$8,059,457 (Federal) + \$895,495 (Other) = \$8,954,952 (Total)				
<b>MTP Action:</b>	Update total estimated project cost and OTP				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Non- Exempt		<b>Model Impact:</b>	Remove project from 2030 scenario.	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2967	<b>State ID:</b>	2100036
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	SR 64 Added Travel Lane	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - State	<b>Open to Public Date:</b>	2027 2032
<b>Total Estimated Project Cost:</b>	\$13,735,051 \$21,979,552		<b>Total Cost Programmed in TIP to date:</b>	\$13,735,051 \$14,735,051	
<b>Description:</b>	Added travel lane on SR 64 from 2,150' west of the existing Oakes Road intersection to Edwardsville-Galena Road in Floyd County.				
<b>Justification:</b>	The purpose of this project is to improve throughput on SR 64 by improving intersection operations. Adding these travel lanes will reduce driver delay for the side roads and mainline SR 64 in the design year. The added lanes to SR 64 will continue the multi-lane cross section further west towards Georgetown to benefit commuter trips to and from I-64.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2023 ROW phase with STBG-State funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (Total)</del>  FY 2024 Preliminary Engineering phase with STBG-State funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)  FY 2026 ROW phase with STBG-State funds: \$776,000 (Federal) + \$194,000 (Other) = \$970,000 (Total)  FY 2026 Utilities phase with STBG-State funds: \$336,000 (Federal) + \$84,000 (Other) = \$420,000 (Total)  FY 2026 Construction phase with STBG-State funds: \$8,836,041 (Federal) + \$2,209,010 (Other) = \$11,045,051 (Total)				

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Update TIP funding and phases				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	Remove project from 2025 scenario.	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2943	<b>State ID:</b>	2000288
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 and Spring Street Interchange Modification	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2025 2030
<b>Total Estimated Project Cost:</b>	<del>\$3,573,737</del> \$3,844,811		<b>Total Cost Programmed in TIP to date:</b>	<del>\$3,573,737</del> \$1,296,736	
<b>Description:</b>	Interchange modification at ramp junctions with Spring Street, including Spring Street from 5th Street to State Street and Spring Street from 5th Street to Washington Place.				
<b>Justification:</b>	The City of New Albany is evaluating the effects of converting Spring Street from one-way operation to two-way operation between 5th Street and State Street. Clark Dietz was hired to develop proposed lane configurations on Spring Street to accomplish the conversion and to perform a traffic capacity analysis of the Spring Street corridor to determine the effects of the conversion on existing traffic operations. This traffic capacity analysis evaluates three scenarios along the Spring Street corridor. While the proposed one-way to two-way conversion of Spring Street will redistribute traffic within the existing traffic network, the surrounding intersections will still operate efficiently if the recommended signal timing, cycle length, and storage length adjustments are incorporated. With these adjustments incorporated, the LOS for the existing intersections will not be negatively impacted, and in most cases will be improved compared to the existing conditions.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2024 Preliminary Engineering phase with NHPP funds: \$537,170 (Federal) + \$59,685 (Other) = \$596,855 (Total)</p> <p>FY 2025 Utilities phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2025 Construction (CN) phase with NHPP funds: \$2,259,085 (Federal) + \$564,771 (Other) = \$2,823,856 (Total)</p>				
<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3148	<b>State ID:</b>	2100019
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Lighting	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$4,195,341</del> \$8,193,961		<b>Total Cost Programmed in TIP to date:</b>	<del>\$4,195,341</del> \$8,193,961	
<b>Description:</b>	Lighting improvements from the I-64/I-265 interchange to US 150.				
<b>Justification:</b>	This project will improve visibility and safety conditions along I-64 from the I-64/I-265 interchange to US 150.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2025 Construction phase with NHPP funds: \$3,775,807 (Federal) + \$419,534 (Other) = \$4,195,341 (Total)</p> <p>FY 2025 Construction (CN) phase with NHPP funds: \$2,628,505 (Federal) + \$292,056 (Other) = \$2,920,561 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$4,746,060 (Federal) + \$527,340 (Other) = \$5,273,400 (Total)</p>				

<b>MTP Action:</b>	Add to MTP				
<b>TIP Action:</b>	Remove Group ID, update TIP funding and total estimated project cost				
<b>Exempt/Non Exempt:</b>	<p style="text-align: center;">Exempt Non-Exempt</p>		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3153	<b>State ID:</b>	2200019
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-265 Bridge Replacement	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<p style="text-align: center;">\$4,834,424 \$6,481,377</p>		<b>Total Cost Programmed in TIP to date:</b>	<p style="text-align: center;">\$4,834,424 \$6,481,377</p>	
<b>Description:</b>	Bridge replacement on I-265 from the westbound I-265 ramp to EB I-64 over eastbound I-64 to eastbound I-265 ramp.				
<b>Justification:</b>	This project will replace the I-265 bridge to accommodate the I-64 added travel lanes project.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2025 Construction phase with NHPP funds:</del>  <del>\$4,350,982 (Federal) + \$483,442 (Other) = \$4,834,424 (Total)</del></p> <p>FY 2025 Construction (CN) phase with NHPP funds:  \$5,833,239 (Federal) + \$648,138 (Other) = \$6,481,377 (Total)</p>				
<b>MTP Action:</b>	Add to MTP				
<b>TIP Action:</b>	Remove Group ID, update TIP funding and total estimated project cost				
<b>Exempt/Non Exempt:</b>	<p style="text-align: center;">Exempt Non-Exempt</p>		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3152	<b>State ID:</b>	2200018
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Westbound Bridge Replacement Over Captain Frank Road	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<p style="text-align: center;">\$4,041,532 \$5,156,009</p>		<b>Total Cost Programmed in TIP to date:</b>	<p style="text-align: center;">\$4,041,532 \$5,156,009</p>	
<b>Description:</b>	Bridge replacement on I-64 westbound over Captain Frank Road.				
<b>Justification:</b>	This is a bridge replacement project to accommodate the I-64 added travel lanes project.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2025 Construction phase with NHPP funds:</del>  <del>\$4,041,532 (Federal) + \$404,153 (Other) = \$4,041,532 (Total)</del></p> <p>FY 2025 Construction (CN) phase with NHPP funds:  \$4,640,408 (Federal) + \$515,601 (Other) = \$5,156,009 (Total)</p>				

<b>MTP Action:</b>	Add to MTP				
<b>TIP Action:</b>	Remove Group ID, update TIP funding and total estimated project cost				
<b>Exempt/Non Exempt:</b>	Exempt Non-Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3151	<b>State ID:</b>	2200017
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Eastbound Bridge Replacement Over Captain Frank Road	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$2,484,812 \$3,583,038		<b>Total Cost Programmed in TIP to date:</b>	\$2,484,812 \$3,583,038	
<b>Description:</b>	I-64 bridge replacement on I-64 eastbound over Captain Frank Road.				
<b>Justification:</b>	This is a bridge replacement on I-64 eastbound over Captain Frank Road to accommodate the I-64 added travel lanes project.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2025 Construction phase with NHPP funds:</del> <del>\$2,236,331 (Federal) + \$248,481 (Other) = \$2,484,812 (Total)</del> FY 2025 Construction (CN) phase with NHPP funds: \$3,224,734 (Federal) + \$358,304 (Other) = \$3,583,038 (Total)				
<b>MTP Action:</b>	Add to MTP				
<b>TIP Action:</b>	Remove Group ID, update TIP funding and total estimated project cost				
<b>Exempt/Non Exempt:</b>	Exempt Non-Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3149	<b>State ID:</b>	2200015
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Westbound Lane Over Quarry Road Bridge Replacement	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$2,537,826 \$3,767,102		<b>Total Cost Programmed in TIP to date:</b>	\$2,537,826 \$3,767,102	
<b>Description:</b>	Bridge replacement of the I-64 westbound lane bridge over Quarry Road.				
<b>Justification:</b>	This is a bridge replacement project to accommodate the added travel lanes contract on I-64.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2025 Construction phase with NHPP funds:</del> <del>\$2,284,043 (Federal) + \$253,783 (Other) = \$2,537,826 (Total)</del> FY 2025 Construction (CN) phase with NHPP funds: \$3,390,392 (Federal) + \$376,710 (Other) = \$3,767,102 (Total)				

<b>MTP Action:</b>	Update Estimated Total Project Cost and OTP				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2913	<b>State ID:</b>	2000233
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 150	<b>Funding Source:</b>	STBG-State & NHS	<b>Open to Public Date:</b>	<del>2025</del> 2030
<b>Total Estimated Project Cost:</b>	<del>\$2,046,241</del> \$4,776,501		<b>Total Cost Programmed in TIP to date:</b>	<del>\$2,212,654</del> \$801,501	
<b>Description:</b>	Intersection improvement with new signals on US 150 at Everett Avenue, Stiller Road, and Buck Creek Road.				
<b>Justification:</b>	Intent of the project to improve corridor progression on US 150 by implementing intersection upgrades. This report will focus on the segment of US 150 in Floyd County, between Edwardsville-Galena Road and Old Vincennes Road in and around the Galena and the Floyds Knobs area. The original study area extended west to Snyder Chapel Road, west of Greenville in Harrison County, for modeling purposes. All relevant background data is included. The report describes the project at a preliminary level and will guide the ongoing phases of project development.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 PE phase with STBG-State funds: \$703,351 (Federal) + \$78,150 (Other) \$781,501 (Total)  <del>FY 2024 ROW phase with STBG-State funds:  \$16,000 (Federal) + \$4,000 (Other) \$20,000 (Total)</del>  *FY 2028 ROW phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) \$20,000 (Total)  <del>FY 2026 Construction phase with NHPP funds:  \$1,270,038 (Federal) + \$141,115 (Other) \$1,411,153 (Total)</del>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Estimated Total Project Cost and OTP				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2965	<b>State ID:</b>	2100047
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 150 Intersection Improvement of Old Vincennes Road/Lawrence Banet Road	<b>Funding Source:</b>	STBG-State	<b>Open to Public Date:</b>	<del>2027</del> 2031
<b>Total Estimated Project Cost:</b>	<del>\$5,316,218</del> \$5,514,336		<b>Total Cost Programmed in TIP to date:</b>	<del>\$5,316,218</del> \$1,424,218	
<b>Description:</b>	Intersection improvement at the intersection of Old Vincennes Road/Lawrence Banet Road.				
<b>Justification:</b>	An intersection improvement project is recommended for US 150 and Lawrence Banet Road in Floyds Knobs, Floyd County, IN. This location has experienced higher than anticipated crash frequency and cost. The recommended alternative would reconfigure US 150 and Lawrence Banet Road as a median U-turn intersection, eliminating left turns at the intersection and installing U-turn access points on US 150.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 PE phase with STBG-State funds: \$739,374 (Federal) + \$184,844 (Other) \$924,218 (Total)  FY 2025 PE phase with STBG-State funds: \$400,000 (Federal) + \$100,000 (Other) \$500,000 (Total)  <del>FY 2024 ROW phase with STBG-State funds:  \$400,000 (Federal) + \$100,000 (Other) \$500,000 (Total)</del>  <del>FY 2026 Utilities phase with STBG-State funds:  \$80,000 (Federal) + \$20,000 (Other) \$100,000 (Total)</del>  <del>FY 2026 Construction phase with NHPP funds:  \$3,033,600 (Federal) + \$758,400 (Other) \$3,792,000 (Total)</del>				



<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2974	<b>State ID:</b>	2100244
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	SR 111 Slide Correction	<b>Funding Source:</b>	STBG-State	<b>Open to Public Date:</b>	<del>2026</del> 2027
<b>Total Estimated Project Cost:</b>	\$1,575,184 \$6,122,997		<b>Total Cost Programmed in TIP to date:</b>	\$1,575,184 \$6,122,997	
<b>Description:</b>	Slide correction on SR 111 0.7 miles south of the I-64 overpass.				
<b>Justification:</b>	To stabilize the slide with solder piles, remove the barrier wall, replace the adjacent sidewalk and pavement that has been uplifted by the slide, and resurface the rest of the pavement in the project limits.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 PE phase with STBG-State funds: \$967,666 (Federal) + \$107,518 (Other) \$1,075,184 (Total)  FY 2024 PE phase with STBG-State funds: \$160,000 (Federal) + \$40,000 (Other) \$200,000 (Total)  <del>FY 2024 ROW phase with STBG-State funds:  \$450,000 (Federal) + \$50,000 (Other) \$500,000 (Total)</del>  FY 2025 ROW phase with STBG-State funds: \$450,000 (Federal) + \$50,000 (Other) \$500,000 (Total)  FY 2026 Utilities phase with STBG-State funds: \$16,000 (Federal) + \$4,000 (Other) \$20,000 (Total)  *FY 2027 Construction (CN) phase with STBG-State funds: \$3,462,250 (Federal) + \$865,563 (Other) \$4,327,813 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2968	<b>State ID:</b>	2100560
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-265 Bridge Deck Overlay on Klerner Lane Bridge, 0.40 Miles East of SR 111	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	<del>\$2,178,600</del> \$3,551,833		<b>Total Cost Programmed in TIP to date:</b>	<del>\$1,836,800</del> \$3,097,500	
<b>Description:</b>	I-265 bridge deck overlay on Klerner Lane bridge over I-265 EB/WB, 0.40 miles east of SR 111.				
<b>Justification:</b>	The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 PE phase with NHPP funds: \$110,520 (Federal) + \$12,280 (Other) \$122,800 (Total)  FY 2024 ROW phase with NHPP funds: \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)  <del>FY 2026 Utilities phase with NHPP funds:  \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</del>  <b>FY 2026 Utilities phase with NHPP funds:  \$99,000 (Federal) + \$11,000 (Other) \$110,000 (Total)</b>  <del>FY 2026 Construction phase with NHPP funds:  \$1,524,600 (Federal) + \$169,400 (Other) \$1,694,000 (Total)</del>  <b>FY 2026 Construction (CN) phase with NHPP funds:  \$2,658,330 (Federal) + \$295,370 (Other) \$2,953,700 (Total)</b>				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and phases				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3054	<b>State ID:</b>	2200052
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2680
<b>Project Name:</b>	SR 60 at St. Joe Road West Intersection Improvement	<b>Funding Source:</b>	NHS	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$2,421,116		<b>Total Cost Programmed in TIP to date:</b>	\$1,030,100 \$2,421,116	
<b>Description:</b>	Intersection improvement with added turn lanes at SR 60 and St. Joe Road West.				
<b>Justification:</b>	This project will improve safety concerns at the intersection of SR 60 and St. Joe Road West.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 PE phase with NHS funds: \$873,090 (Federal) + \$97,010 (Other) = \$970,100 (Total)  FY 2025 ROW phase with NHS funds: \$54,000 (Federal) + \$6,000 (Other) = \$60,000 (Total)  *FY 2027 Utilities phase with NHS funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total)  *FY 2027 Construction (CN) phase with NHS funds: \$1,206,914 (Federal) + \$134,102 (Other) = \$1,341,016 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and phases				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3050	<b>State ID:</b>	2200719
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Bridge Deck Overlay	<b>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$225,000 \$2,372,840		<b>Total Cost Programmed in TIP to date:</b>	\$225,000 \$2,372,840	
<b>Description:</b>	Bridge deck overlay on I-64 over SR 62X/Spring Street, 0.18 west of SR 111.				
<b>Justification:</b>	This project will improve the conditions of the bridge and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHPP funds: \$202,500 (Federal) + \$22,500 (Other) = \$225,000 (Total)  FY 2024 Preliminary Engineering phase with NHPP funds: \$270,00 (Federal) + \$30,000 (Other) = \$300,000 (Total)  *FY 2027 Utilities phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)  *FY 2027 Construction (CN) phase with NHPP funds: \$1,847,556 (Federal) + \$205,284 (Other) = \$2,052,840 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and phases				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	2487	<b>State ID:</b>	1700111
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	US 31	<b>Funding Source:</b>	STBG-State	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$11,536,750 \$14,244,633		<b>Total Cost Programmed in TIP to date:</b>	\$10,114,424 \$14,244,633	
<b>Description:</b>	Pavement replacement on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60.				
<b>Justification:</b>	Pavement replacement.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 ROW phase with STBG-State funds: \$640,000 (Federal) + \$160,000 (Other) = \$800,000 (Total)</p> <p>FY 2024 Railroad phase with STBG-State funds: \$56,420 (Federal) + \$14,108 (Other) = \$70,528 (Total)</p> <p>FY 2024 Utilities phase with STBG-State funds: \$180,000 (Federal) + \$20,000 (Other) = \$200,000 (Total)</p> <p><del>FY 2024 Construction phase with STBG-State funds: \$7,067,515 (Federal) + \$1,766,879 (Other) = \$8,834,394 (Total)</del></p> <p>FY 2025 Construction (CN) phase with STBG-State funds: \$10,155,284 (Federal) + \$2,538,821 (Other) = \$12,694,105 (Total)</p>				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2301706
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 31	<b>Funding Source:</b>	TA-State	<b>Open to Public Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$1,100,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,100,000	
<b>Description:</b>	Sidewalk improvements on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60. This project is going to be bundled with des 1700111 KIPDA ID 2487.				
<b>Justification:</b>	Reconstruction of the existing roadway, improving the safety of pedestrian and bicycle facilities.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Construction (CN) phase with TA-State funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)				
<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2200937
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Traffic Signals Modernization in Clark County	<b>Funding Source:</b>	HSIP-State	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$2,556,550		<b>Total Cost Programmed in TIP to date:</b>	\$416,250	
<b>Description:</b>	Updating traffic signal heads through Clark County on US 31 at Lewis and Clark, US 31 and Eastern, and US 31 Stansifer.				
<b>Justification:</b>	This project will improve various intersections in Clark County.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering phase with HSIP-State funds: \$374,625 (Federal) + \$41,625 (Other) = \$416,250 (Total)				

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3192	<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>Funding Source:</b>	NHPP	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$59,474,000 <b>\$65,516,941</b>		<b>Total Cost Programmed in TIP to date:</b>	\$5,020,000 <b>\$65,516,941</b>	
<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>Justification:</b>	This project will improve the conditions of the pavement and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2023 PE phase with NHPP State funds:</del>  <del>\$4,500,000 (Federal) + \$500,000 (Other) \$5,000,000 (Total)</del></p> <p><b>FY 2024 PE phase with NHPP funds:</b>  <b>\$5,264,055 (Federal) + \$584,895 (Other) \$5,848,950 (Total)</b></p> <p>FY 2024 RR phase with NHPP funds:  \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p>FY 2024 ROW phase with NHPP funds:  \$9,000 (Federal) + \$1,000 (Other) \$10,000 (Total)</p> <p><b>*FY 2027 Utilities phase with NHPP funds:</b>  <b>\$45,000 (Federal) + \$5,000 (Other) \$50,000 (Total)</b></p> <p><b>*FY 2027 Construction (CN) phase with NHPP funds:</b>  <b>\$53,620,192 (Federal) + \$5,957,799 (Other) \$59,577,991 (Total)</b></p>				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3049	<b>State ID:</b>	2200718
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	I-64 Bridge Deck Overlay	<b>Funding Source:</b>	NHS	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	<del>\$175,000</del> \$700,748		<b>Total Cost Programmed in TIP to date:</b>	<del>\$175,000</del> \$700,748	
<b>Description:</b>	Bridge deck overlay on I-64 over the I-64 Ramp 123D to I-64 westbound, 0.28 miles west of SR 111.				
<b>Justification:</b>	This project will improve the condition of the bridge and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	FY 2023 Preliminary Engineering phase with NHS funds: \$157,500 (Federal) + \$17,500 (Other) = \$175,000 (Total)  *FY 2027 Utilities phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)  *FY 2027 Construction (CN) phase with NHS funds: \$464,173 (Federal) + \$51,575 (Other) = \$515,748 (Total)				

## **AIR QUALITY CONFORMITY**

---

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (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 non-attainment 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. Meanwhile, in January 2023, the Kentucky portion of the local ozone nonattainment area was “bumped up” to a moderate ozone nonattainment area. Subsequently, EPA has proposed redesignation of the area to attainment based on recent air quality data incorporated into the prior SIP submittal.

KIPDA is amending *Connecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and the FY 2023 – FY 2026 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 baseyear, 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 actions to reduce precursor emissions were to be incorporated into both 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 each 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 2050*

The first step in determining conformity of *Connecting Kentuckiana 2050* 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 has been previously determined. Therefore, 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 or during the previous conformity process for *Connecting Kentuckiana 2050*.

Consultation for this amendment occurred during a video conference on January 19, 2024. A total of 23 participants, representing nine federal, state, regional, and local agencies participated in the IAC Conference Call. The list of participants included:

#### Participants:

EPA – Dianna Myers, Tony Maietta, Weston Freund, Richard Wong, Will Carnright,  
& Simone Jarvis  
FTA - Cecilia Crenshaw  
FHWA – Nick Vail

KYTC – Tom Hall & Isidro Delgado Herrera  
LMAPCD – Craig Butler & Michelle King  
KYDAQ- Lauren Hedge & Anna Bowman  
INDOT – Jay Mitchell  
TARC – Aida Copic  
KIPDA – Andy Rush, Randy Simon, Jeremeih Shaw, Chris Nicolas, Brady Hill,  
Spencer Williams, & Kyle Thorne

Welcome/Roll Call:

A total of 23 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 5 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and the *FY 2023-2026 Transportation Improvement Program (TIP)*. The meeting began shortly after 10:00 AM EDT on January 19, 2024. Ms. Chris Nicolas conducted roll call and introduced KIPDA staff in attendance.

Project Discussion:

KIPDA staff began leading a discussion of the 30 projects included in Amendment 5 seeking any comments and feedback from the group after briefly discussing the schedule of Amendment 5. Ms. Nicolas described the proposed changes to the first fifteen projects. No comments, questions, or concerns were raised about these projects.

Ms. Nicolas asks for confirmation on whether KIPDA ID 2943 required an update to the model. Mr. Rush confirmed that the status as displayed in the Amendment 5 packet was correct. Mr. Maietta asks if the INDOT bridge replacement projects listed in Amendment 5 are planning to add any travel lanes with these projects. Mr. Rush states that these projects may need to be considered non-exempt with further clarification needed from the project sponsor. Mr. Maietta and Mr. Rush agree that the safest and best way to handle the issue would be to consider these bridge replacements projects as non-exempt. There are four INDOT bridge replacement projects that will have their status changed from exempt to non-exempt.

Mr. Rush states that some of the projects in the amendment are included because the cost increase for the project was deemed to be significant enough to warrant public review. Ms. Nicolas continues to describe the proposed changes to the remaining fourteen projects with no other project questions or concerns from the group.

Schedule Discussion:

KIPDA staff briefly mentioned key dates (shown below) of the anticipated schedule for the amendment at the beginning of the meeting:

*Key Dates for the schedule for Amendment 5*

Project applications due from sponsors	December 15, 2023
KIPDA Staff Reviews projects	January 3, 2024
Air Quality Conformity Activities	January 4, 2024 – January 23, 2024
Interagency Consultation Group (IAC) Coordination	January 19, 2024
Public Comment Period	January 24, 2024 – February 7, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 14, 2024
Comments sent to the Transportation Policy Committee (TPC)	February 15, 2024
TPC Action	February 22, 2024

Other Discussion:

Ms. Myers makes a note to Ms. Nicolas to update the year date on the Amendment cover page from 2023 to 2024. Ms. Nicolas responds to a question from Mr. Vail by sharing the current KIPDA policy regarding what constitutes a significant project cost increase and how KIPDA is currently reviewing how that policy could be made clearer in the future. Ms. Meyers asks about the status of the air quality conformity activities. Ms. King states that the air quality conformity activities are not fully completed, but when they are completed, then the files will be sent out to the IAC group. No other questions were proposed by the group. Meeting adjourned at 10:30am.

Addendum: Information related to Analysis Years, AQ Conformity Tests for Amendment 5, Horizon Year for Connecting Kentuckiana, and TCMs in SIP

The following information was shared prior to the meeting, but not explicitly displayed during the meeting:

Analysis Years and AQ Conformity Tests – see table below

2015 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
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
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

Pollutants/Precursors of concern and related budgets

SIP base year (2019 Base Year) emissions

- i. VOCs: 13.65 tons/day or 12,383 kg/day
- ii. NOx: 33.03 tons/day or 29,964 kg/day

SIP regional budget (2035 MVEB) emissions

- iii. VOCs: 5.51 tons/day or 4,999 kg/day
- iv. NOx: 17.18 tons/day or 15,585 kg/day

Horizon year of the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan – 2050

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 video conference consultation, 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.**

#### 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 2022, 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 2022 for the Indiana counties and for 2018 for the Kentucky counties is now being used in developing emission estimates.**

#### CONFORMITY OF *CONNECTING KENTUCKIANA 2050*

The MTP, *Connecting Kentuckiana 2050*, 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 2050* 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 2050* 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 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 Amendment 4 of the MTP, *Connecting Kentuckiana 2050*, a group of projects had been proposed for the amendment of 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 its being included in the regional emissions analysis. 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 2050*.” (Please see above.) The projects in *Connecting Kentuckiana 2050* were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model but were not explicitly exempt. Most of these projects had been evaluated using spreadsheet methods using emission factors (rates). 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.

In the past, there was one particular project affecting Bullitt County that could not be included in the travel model but had the potential to increase emissions. Therefore, a special effort had previously been made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project was the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involved 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 had been developed using a spreadsheet approach. The VMT estimates were calculated (off-model) as the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County and had been added to the other Bullitt County VMT estimates of the same functional class. This effort was no

longer necessary for Amendment 4. Additional roadway sections including the relocated section of US 31E have recently been added to the travel model. Therefore, the estimated VMT for that section is now calculated (along with the VMT from other projects) in the post-processing process of the travel model data and added to the Bullitt County VMT resulting from that process.

### *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 presently 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 in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model parameters were adjusted such that the model output matched—within reason—two 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; and (2) 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 2019. 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. The 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. 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. The set of trip rates is one of the calibration parameters of the model.

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. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 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. Friction factors and K-factors are two of the calibration parameters of the model.

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 2050* utilizes transit information from previous travel demand models. 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 2050* 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 given 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 relative 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 travel model update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

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 2019. 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 2019 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 2019 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).

In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and 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. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

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 to the staff of the Louisville Metro Air Pollution Control District (LMAPCD) in the form of vehicle-miles-traveled (VMT) in three formats: (1) VMT by speed bin by MOBILE 6 facility type (road type) for each county, (2) VMT fractions by speed bin by county by MOBILE 6 facility type (road type) for each county, and (3) VMT and average speed by functional class for each county. 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/maintenance 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 3.1 emissions model. The staff of the Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the counties in the nonattainment/maintenance 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 used in developing the ozone budgets update (for VOCs and NO<sub>x</sub>) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. 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 2022) for Clark and Floyd counties (provided by INDOT), and
- (3) 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. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. 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 (used in the 1990’s) or had only been designated under the 1997 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 were modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. 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 characterization of gasolines described in the previous paragraph, and
- (3) 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 forms of VMT and average speed, 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 2050*, 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 NOx 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, 2040, and 2050, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP.

#### Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2050* 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 2050* has met the requirements of conformity under the 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2050* 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</b> (in 1000's of vmt/day)			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2025</b>	<b>8071</b>	<b>26508</b>	<b>34579</b>
<b>2030</b>	<b>8485</b>	<b>27937</b>	<b>36422</b>
<b>2035</b>	<b>8908</b>	<b>29259</b>	<b>38167</b>
<b>2040</b>	<b>9348</b>	<b>30465</b>	<b>39813</b>
<b>2050</b>	<b>10219</b>	<b>32843</b>	<b>43062</b>

**TABLE 2**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)</b>				
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2025</b>	<b>Regional</b>	<b>7343</b>	<b>16560</b>	<b>YES</b>
<b>2030</b>		<b>5130</b>	<b>10276</b>	<b>YES</b>
<b>2035</b>		<b>4234</b>	<b>6609</b>	<b>YES</b>
<b>2040</b>		<b>3801</b>	<b>5245</b>	<b>YES</b>
<b>2050</b>		<b>3464</b>	<b>4665</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

2025 and 2030 Regional emission levels for VOCs must be below the redesignation SIP base year (2019) 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 (2019) emissions of 33.03 tons/day or 29,964 kg/day.

2035, 2040, and 2050 Regional emission levels for VOCs must be below the redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.

2035, 2040, and 2050 Regional emission levels for NOx must be below the redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.



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



**Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 5  
FY 2023-2026 Transportation Improvement Program- Amendment 5  
Interagency Consultation Group Conference Call Meeting Minutes  
January 19, 2024  
10:00 AM EDT**

**Participants:**

EPA – Dianna Myers, Tony Maietta, Weston Freund, Richard Wong, Will Carnright, & Simone Jarvis  
FTA - Cecilia Crenshaw  
FHWA – Nick Vail  
KYTC – Tom Hall & Isidro Delgado Herrera  
LMAPCD – Craig Butler & Michelle King  
KYDAQ- Lauren Hedge & Anna Bowman  
INDOT – Jay Mitchell  
TARC – Aida Copic  
KIPDA – Andy Rush, Randy Simon, Jeremeih Shaw, Chris Nicolas, Brady Hill, Spencer Williams, & Kyle Thorne

**Welcome/Roll Call:**

A total of 23 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 5 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and the *FY 2023-2026 Transportation Improvement Program (TIP)*. The meeting began shortly after 10:00 AM EDT on January 19, 2024. Ms. Chris Nicolas conducted roll call and introduced KIPDA staff in attendance.

**Project Discussion:**

KIPDA staff began leading a discussion of the 30 projects included in Amendment 5 seeking any comments and feedback from the group after briefly discussing the schedule of Amendment 5. Ms. Nicolas described the proposed changes to the first fifteen projects. No comments, questions, or concerns were raised about these projects.

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

Phone: 502.266.6084  
Fax: 502.266.5047  
TDD: 800.648.6056







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



Ms. Nicolas asks for confirmation on whether KIPDA ID 2943 required an update to the model. Mr. Rush confirmed that the status as displayed in the Amendment 5 packet was correct. Mr. Maietta asks if the INDOT bridge replacement projects listed in Amendment 5 are planning to add any travel lanes with these projects. Mr. Rush states that these projects may need to be considered non-exempt with further clarification needed from the project sponsor. Mr. Maietta and Mr. Rush agree that the safest and best way to handle the issue would be to consider these bridge replacements projects as non-exempt. There are four INDOT bridge replacement projects that will have their status changed from exempt to non-exempt.

Mr. Rush states that some of the projects in the amendment are included because the cost increase for the project was deemed to be significant enough to warrant public review. Ms. Nicolas continues to describe the proposed changes to the remaining fourteen projects with no other project questions or concerns from the group.

**Schedule Discussion:**

KIPDA staff briefly mentioned key dates (shown below) of the anticipated schedule for the amendment at the beginning of the meeting:

Key Dates for the schedule for Amendment 5

Project applications due from sponsors	December 15, 2023
KIPDA Staff Reviews projects	January 3, 2024
Air Quality Conformity Activities	January 4, 2024 – January 23, 2024
Interagency Consultation Group (IAC) Coordination	January 19, 2024
Public Comment Period	January 24, 2024 – February 7, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 14, 2024
Comments sent to the Transportation Policy Committee (TPC)	February 15, 2024
TPC Action	February 22, 2024



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



**Other Discussion**

Ms. Myers makes a note to Ms. Nicolas to update the year date on the Amendment cover page from 2023 to 2024. Ms. Nicolas responds to a question from Mr. Vail by sharing the current KIPDA policy regarding what constitutes a significant project cost increase and how KIPDA is currently reviewing how that policy could be made clearer in the future. Ms. Meyers asks about the status of the air quality conformity activities. Ms. King states that the air quality conformity activities are not fully completed, but when they are completed, then the files will be sent out to the IAC group. No other questions were proposed by the group. Meeting adjourned at 10:30am.

**Addendum: Information related to Analysis Years and AQ Conformity Tests for Amendment 5**

The following information was shared prior to the meeting, but not explicitly displayed during the meeting:

(1) Analysis Years and AQ Conformity Tests – see 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
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

Pollutants/Precursors of concern and related budgets

SIP base year (2019 Base Year) emissions

- i. VOCs: 13.65 tons/day or 12,383 kg/day
- ii. NOx: 33.03 tons/day or 29,964 kg/day

SIP regional budget (2035 MVEB) emissions



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



- iii. VOCs: 5.51 tons/day or 4,999 kg/day
- iv. NOx: 17.18 tons/day or 15,585 kg/day

Horizon year of the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan — 2050

A listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

**Amendment 5 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
Public Comments**

**Project Name:** I-64 Hot-Mix Asphalt (HMA) Overlay

**Sponsor:** INDOT

**KIPDA ID:** 3192

**Comments:**

- **65 million for repaving (Hot-mix asphalt (HMA) overlay)?!**
- **We need to quit wasting money on paving interstates as the surface does not last long enough and is way to (sic) wavy. Concrete costs much more at the onset, but is much cheaper to maintain, lasts way longer, and is much safer.**

**Project Name:** I-64 and Spring Street Interchange Modification

**Sponsor:** INDOT

**KIPDA ID:** 2943

**Comments:**

- **I fully support this project**

**Project Name:** I-64 Added Travel Lanes

**Sponsor:** INDOT

**KIPDA ID:** 2899

**Comments:**

- **I vehemently oppose to adding highway lanes. NO WIDENING SHOULD TAKE PLACE!**
- **This project should focus on needed safety enhancements at ramps. The proposed additional lanes are a waste of dollars for an antiquated solution – the downtown commute is dying. Consider tolling on the bridges, park and ride, other behavioral strategies**
- **Do not spend a quarter billion dollars on the improved 64 project to generate noise and pollution, induce sprawl, increase car dependency, increase greenhouse gas emissions, and reduce safety by increasing speeds and rates of crashes and severe injuries.**

**Project Name:** Widening of I-65

**Sponsor:** INDOT

**KIPDA ID:** 2616

**Comments:**

- **I support this project. The widening is needed to carry additional traffic and allow for future maintenance without a complete shutdown of the roadway. Hopefully shoulders will be wide enough to carry traffic**
- **Do not widen this highway! Absolutely horrible project idea and we should suspend this proposed project to add travel lanes. I say NO to the negative externalities and consequences of a wider highway. Cancel this project!**
- **DO NOT spend over a quarter billion taxpayer dollars to add 2 lanes to less than ten miles of a rural expressway!**

**Project Name:** Charlestown Road Complete Street – Multi-Use Trail

**Sponsor:** Floyd County Board of Commissioners

**KIPDA ID:** 2128

**Comments:**

- I fully support this much-needed bike/ped project

**Project Name:** One-way to Two way Conversions on 2<sup>nd</sup> and 3<sup>rd</sup> Street

**Sponsor:** Louisville Metro

**KIPDA ID:** 2625

**Comments:**

- Is there a good reason this plan will take 3-4 years to execute? Can it be sped up?
- Would love to see this done faster!!

**Project Name:** Traffic Signals Modernization in Clark County

**Sponsor:** INDOT

**KIPDA ID:** New

**Comments:**

- This is a long-overdue project that would reduce traffic backup for two municipalities and one interstate road. This is arguably the busiest corridor in all of Southeast Indiana, given the heavily commercialized districts on either side of this overpass.

**Project Name:** US 31 – Sidewalk Improvements

**Sponsor:** INDOT

**KIPDA ID:** New

**Comments:**

- It would be helpful if the sidewalk were converted to a multiuse path for use by multiple forms of transport, including pedestrians.

**Project Name:** I-64 CC TV/DMS

**Sponsor:** INDOT

**KIPDA ID:**

**Comments:**

- That's a lot of taxpayer money for cameras

**Project Name:** Salem-Noble Road From Highway

**Sponsor:** Clark County

**KIPDA ID:** 3178

**Comments:**

- Would like to see bike lanes added to provide for safer connections

**Project Name:** Charlestown Road Complete Street

**Sponsor:** Floyd County Board of Commissioners

**KIPDA ID:** 3047

**Comments:**

- Do not remove this important bike/ped project for the area!
- This project is of limited value without including neighboring jurisdictions to extend a bike/ped path further up 311 to Clarksville & Sellersburg

- I support the project, for bike ped projects the most cost effective way will be building in segments. If the plan is in place new segments can be added as needed and money materialize.
- Much-needed project. Southern IN could use more bike/ped paths.

**Project Name:** Old Lagrange Road Improvements Oldham County Bicycle & Pedestrian Trail

**Sponsor:** Oldham County

**KIPDA ID:** 2175

**Comments:**

- Do not remove this bike/ped project for Crestwood!