KIPDA
Kentuckiana Regional Planning & Development Agency

Amendment 7

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

TPC Approval

September 26, 2024

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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

October 23, 2024

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 7 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 September 26, 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 $PM_{2.5}$ 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,

For: Shundreka R. Givan, AICP
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
Blake Borwig, KEEC-DAQ
Clair Oyler, 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

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A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 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 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 September 26, 2024, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

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HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA

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

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

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #6 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 26th day of September 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

KIPDA

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #7 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 in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

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

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

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

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Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #7 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 26th day of September 2024.

Mayor J. Byron Chapman, Chair
Transportation Policy Committee

Andy Rush, Director
KIPDA Transportation Division

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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 7
- A listing of all projects being added, removed and/or modified

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

- Visiting **https://kipdatransportation.org/amendment7/** and click on the *Amendment 7 Map* link
- Emailing kipda.trans@kipda.org
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD) or mail them into the address below.

  TIP and MTP Amendment, KIPDA
  11520 Commonwealth Drive, Louisville, KY 40299
- Attend the virtual open house on September 17th from 5:00 to 6:00 pm 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/amendment7/

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

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HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA

KIPDA
AMENDMENT 7 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	*July 19, 2024*
KIPDA staff completes project review	*August 2, 2024*
Air quality conformity activities	*August 4, 2024- August 27, 2024*
Interagency Consultation Group (IAC) Coordination	*August 13, 2024*
Public comment period	*September 5, 2024- September 19, 2024*
Transportation Technical Coordinating Committee (TTCC) Recommendation	*September 11, 2024*
Comments sent to the Transportation Policy Committee (TPC)	*September 19, 2024*
TPC Action	*September 26, 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/

MTP Action:	Update description and project limits				
TIP Action:	Update description and project limits				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Clarksville	**KIPDA ID:**	3019	**State ID:**	2301311
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Stansifer Avenue Streetscape Improvements	**Funding Source:**	STBG-MPO	**Open to Public Date:**	2030
Total Estimated Project Cost:	$5,000,000		**Total Cost Programmed in TIP to date:**	$5,000,000	
Description:	~~The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.~~ The project is a complete overhaul of Stansifer Avenue from I-65 to South Clark Boulevard. The roadway will have new landscaped medians, curb and gutter, the addition of on-street parking, narrowing of the lane widths and drainage improvements. The project will also include pedestrian sidewalk upgrades and widening to at least 5' and designated bike lanes.				
Justification:	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin Park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which lead drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement across the board.				
FY 23-26 TIP Funding:	FY25 Preliminary Engineering phase with STBG-MPO funds: $323,000 (Federal) + $80,750 (Other) = $403,750 (Total) *FY27 Right of Way phase with STBG-MPO funds: $80,000 (Federal) + $20,000 (Other) = $100,000 (Total) *FY29 Construction phase with STBG-MPO funds: $3,597,000 (Federal) + $899,250 (Other) = $4,496,250 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	2847	**State ID:**	1900366
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 150 at Old Vincennes Road	**Funding Source:**	National Highway Performance Plan (NHPP)	**Open to Public Date:**	2026
Total Estimated Project Cost:	~~$1,138,689~~ $3,680,347		**Total Cost Programmed in TIP to date:**	~~$748,999~~ $3,334,857	
Description:	Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.				
Justification:	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.				
FY 23-26 TIP Funding:	FY 2023 Right of Way (ROW) phase with STBG-ST funds: $16,000 (Federal) + $4,000 (Other) = $20,000 (Total) FY 2024 Prelininary Engineering (PE) phase with STBG-ST funds: $20,168 (Federal) + $5,042 (Other) = $25,210 (Total) FY 2025 Prelininary Engineering (PE) phase with HSIP-ST funds: $39,780 (Federal) + $4,420 (Other) = $44,200 (Total) FY 2025 Utilities (U) phase with STBG-ST funds: $17,600 (Federal) + $4,400 (Other) = $22,000 (Total) ~~FY 2025 Construction (CN) phase with NHPP funds:~~ ~~$510,071 (Federal) + $127,518 (Other) = $637,589 (Total)~~ FY 2025 Construction (CN) phase with NHPP funds: $2,578,758 (Federal) + $644,690 (Other) = $3,223,447 (Total)				
MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and add phases				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	2899	**State ID:**	1900162
County	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-64 Added Travel Lanes	**Funding Source:**	National Highway Performance Plan (NHPP)	**Open to Public Date:**	~~2027~~ 2030
Total Estimated Project Cost:	~~$170,683,885~~ $228,772,435		**Total Cost Programmed in TIP to date:**	~~$160,085,687~~ $228,772,435	
Description:	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.				
Justification:	To improve traffic congestion and accessibility.				

FY 23-26 TIP Funding:	~~FY 2023 Preliminary Engineering (PE) phase with NHPP funds:~~ ~~$9,379,332 (Federal) + $5,248,368 (Other) = $14,627,700 (Total)~~ FY 2023 Preliminary Engineering (PE) phase with NHPP funds: $9,330,432 (Federal) + $5,297,268 (Other) = $14,627,700 (Total) ~~FY 2023 Utilities (U) phase with NHPP funds:~~ ~~$0 (Federal) + $68,500 (Other) = $68,500 (Total)~~ FY 2024 Preliminary Engineering (PE) phase with NHPP funds: $5,040 (Federal) + $1,715,280 (Other) = $1,720,320 (Total) FY 2025 Preliminary Engineering (PE) phase with NHPP funds: $270,000 (Federal) + $30,000 (Other) = $300,000 (Total) ~~FY 2024 Right of Way (ROW) phase with IM funds:~~ ~~$225,000 (Federal) + $25,000 (Other) = $250,000 (Total)~~ FY 2025 Right of Way (ROW) phase with IM funds: $234,000 (Federal) + $26,000 (Other) = $260,000 (Total) ~~FY 2024 Utilities (U) phase with NHPP funds:~~ ~~$540,000 (Federal) + $60,000 (Other) = $600,000 (Total)~~ FY 2025 Utilities (U) phase with NHPP funds: $808,650 (Federal) + $89,850 (Other) = $898,500 (Total) ~~FY 2026 Utilities (U) phase with NHPP funds:~~ ~~$180,000 (Federal) + $20,000 (Other) = $200,000 (Total)~~ FY 2026 Utilities (U) phase with NHPP funds: $49,500 (Federal) + $5,500 (Other) = $55,000 (Total) ~~FY 2026 Construction phase with NHPP funds:~~ ~~$129,905,538 (Federal) + $14,433,949 (Other) = $144,339,487 (Total)~~ FY 2026 Construction (CN) phase with NHPP funds: $111,796,836 (Federal) + $12,421,871 (Other) = $124,218,707 (Total) FY 2026 Construction (CE) phase with NHPP funds: $90,000 (Federal) + $10,000 (Other) = $100,000 (Total) FY 2026 Preliminary Engineering (PE) phase with NHPP funds: $64,987 (Federal) + $7,221 (Other) = $72,208 (Total) *FY 2027 Construction (CN) phase with NHPP funds: $77,850,000 (Federal) + $8,650,000 (Other) = $86,500,000 (Total) *FY 2028 Utilities (U) phase with NHPP funds: $18,000 (Federal) + $2,000 (Other) = $20,000 (Total)
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years	

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3234	**State ID:**	5-8102.20
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 on and off ramps on Arthur Street	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$3,600,000		**Total Cost Programmed in TIP to date:**	~~$3,600,000~~ $0	
Description:	Reconfigure Arthur Street ramps on and off I-65 BMP 133.3 EMP 133.8				
Justification:	To increase safety by reducing conflict points by separating local and ramp traffic, and by increasing merge lengths from Magnolia and University on-ramps.				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$280,000 (Federal) + $70,000 (Other) = $350,000 (Total)~~ ~~FY 2024 Utilities phase with BIP funds:~~ ~~$320,000 (Federal) + $80,000 (Other) = $400,000 (Total)~~ ~~FY2024 ROW with BIP funds:~~ ~~$120,000 (Federal) + $30,000 (Other) = $150,000 (Total)~~ ~~FY2024 Construction with BIP funds:~~ ~~$2,160,000 (Federal) + $540,000 (Other) = $2,700,000 (Total)~~				

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3235	**State ID:**	5-8102.3
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Crittenden Dr On-Ramp	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$475,000		**Total Cost Programmed in TIP to date:**	~~475000~~ $0	
Description:	Lengthen/widen ramp from Crittenden Dr to I-65 northbound BMP 132.3 To EMP 132.5				
Justification:	To improve safety and traffic flow with longer acceleration lane				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$80,000 (Federal) + $20,000 (Other) = $100,000 (Total)~~ ~~FY 2024 Construction phase with BIP funds:~~ ~~$300,000 (Federal) + $75,000 (Other) = $375,000 (Total)~~				

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3236	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Northbound Brook Off-Ramp	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$1,805,000		**Total Cost Programmed in TIP to date:**	~~$1,805,000~~ $0	
Description:	Widen northbound I-65 off-ramp to S Brook St/Broadway to accommodate two lanes. Close access to E Jacob St				
Justification:	To increase ramp capacity and to increase safety by reducing conflict points and driver confusion. It also increases pedestrian safety by relocating pedestrian crossings				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$112,000 (Federal) + $28,000 (Other) = $140,000 (Total)~~ ~~FY 2024 Utilities phase with BIP funds:~~ ~~$312,000 (Federal) + $78,000 (Other) = $390,000 (Total)~~ ~~FY2024 Construction with BIP funds:~~ ~~$1,020,000 (Federal) + $255,000 (Other) = $1,275,000 (Total)~~				
MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3237	**State ID:**	5-8102.50
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Reconfigure Woodbine/Preston Interchange	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$1,775,000		**Total Cost Programmed in TIP to date:**	~~1,775,000~~ $0	
Description:	Remove Woodbine off-ramp northbound and Preston on-ramp southbound on I-65 BMP 133.9 EMP 134.1 and replace bridge with fill.				
Justification:	Improve traffic operations and safety by removing substandard consecutive off-ramps to lessens driver confusion. Improve safety associated with multiple merging locations				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$140,000 (Federal) + $35,000 (Other) = $175,000 (Total)~~ ~~FY2024 Construction with BIP funds:~~ ~~$1,280,000 (Federal) + $320,000 (Other) = $1,600,000 (Total)~~				

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3238	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 St. Catherine St On-Ramp	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$1,540,000		**Total Cost Programmed in TIP to date:**	~~1540000~~ $0	
Description:	Extend I-65 northbound on-ramp from St Catherine Street to have longer acceleration/merge area. BMP 134.7 to EMP 134.9				
Justification:	To improve safety.				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$112,000 (Federal) + $28,000 (Other) = $140,000 (Total)~~ ~~FY 2024 Construction phase with BIP funds:~~ ~~$1,120,000 (Federal) + $280,000 (Other) = $1,400,000 (Total)~~				

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3239	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 61 Preston St	**Funding Source:**	~~Bridge Investment Program (BIP)~~	**Open to Public Date:**	2026
Total Estimated Project Cost:	$42,000		**Total Cost Programmed in TIP to date:**	~~$42,000~~ $0	
Description:	Re-stripe Preston Street (BMP 10.895 to EMP 10.955) at I-65 northbound on-ramp.				
Justification:	To reduce driver confusion by visually defining movements and to improve pedestrian safety.				
FY 23-26 TIP Funding:	~~FY 2024 Design phase with BIP funds:~~ ~~$9,600 (Federal) + $2,400 (Other) = $12,000 (Total)~~ ~~FY 2024 Construction phase with BIP funds:~~ ~~$24,000(Federal) + $6,000 (Other) = $30,000 (Total)~~				

MTP Action:	Create Parent Project				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	Various - See child project details below	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9032.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Main Remade	**Funding Source:**	Highway Safety Improvement Program - State (HSIP-ST)	**Open to Public Date:**	2028
Total Estimated Project Cost:	$14,000,000		**Total Cost Programmed in TIP to date:**	N/A	
Description:	This project includes the conversion of Main Street in downtown Louisville to 2-way between 22nd Street and 10th Street and between 2nd Street and Wenzel Street. Depending on traffic analyses, Main Street may also be converted to 2-way between 10th Street and 2nd Street. Main Street will be resurfaced, bike facilities will be added, and intersection safety improvements will be constructed.				
Justification:	With its existing 4-/3-lane, 1-way configuration, vehicle speeds are high, creating higher risks for severe crashes, particularly with vulnerable roadway users. Reducing the number of lanes and converting to 2-way will reduce speeds and risks of severe crashes.				
FY 23-26 TIP Funding:	N/A				
MTP Action:	N/A				
TIP Action:	Add new child project to TIP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to 2025, 2030,2035,2040, and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	N/A
County:	Jefferson	**Parent ID:**	TBD	**Group ID:**	N/A
Project Name:	Main Remade - West Phase 1	**Funding Source:**	State	**Open to Public Date:**	2024
Total Estimated Project Cost:	$1,000,000		**Total Cost Programmed in TIP to date:**	$1,000,000	
Description:	This phase includes the resurfacing of Main Street between 22nd Street and 2nd Street. It also includes the conversion of Main Street from 1-way to 2-way between 22nd Street and 10th Street.				
Justification:	The existing surface of Main Street is deteriorated, and Main Street is 1-way with high speeds. This project will provide a smooth, consistent surface and slow vehicular traffic in the 2-way conversion area.				
FY 23-26 TIP Funding:	FY 2024 Construction Phase with State funds: $0 (Federal) + $1,000,000 (Other) = $1,000,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new child project to TIP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to 2030,2035,2040, and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9032.10
County:	Jefferson	**Parent ID:**	TBD	**Group ID:**	N/A
Project Name:	Main Remade - East	**Funding Source:**	Highway Safety Improvement Program - State (HSIP-ST)	**Open to Public Date:**	2026
Total Estimated Project Cost:	$6,000,000		**Total Cost Programmed in TIP to date:**	$6,000,000	
Description:	This phase includes the conversion of Main Street from 1-way to 2-way between 2nd Street and Wenzel Street. It also includes resurfacing, addition of dedicated bike facilities, and intersection safety improvements.				
Justification:	Main Street is 1-way with high speeds. This project will provide a smooth, consistent surface, slow vehicular traffic, and provide safer facilities for bicyclists.				
FY 23-26 TIP Funding:	FY 2025 Construction Phase with HSIP-ST funds: $5,400,000 (Federal) + $600,000 (Other) = $6,000,000 (Total)				
MTP Action:	N/A				
TIP Action:	Add new child project to TIP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9032.20
County:	Jefferson	**Parent ID:**	TBD	**Group ID:**	N/A
Project Name:	Main Remade - West Phase 2	**Funding Source:**	Highway Safety Improvement Program - State (HSIP-ST)	**Open to Public Date:**	2026
Total Estimated Project Cost:	$1,000,000		**Total Cost Programmed in TIP to date:**	$1,000,000	
Description:	This phase includes the installation of new signals along Main Street between 22nd Street and 10th Street. Where warranted, existing signals will be converted to all-way stop conditions.				
Justification:	The existing signals, poles, and cabinets are aging. This project will provide new signal systems to improve reliability.				
FY 23-26 TIP Funding:	FY 2025 Construction Phase with HSIP-ST funds: $900,000 (Federal) + $100,000 (Other) = $1,000,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new child project to TIP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to 2030,2035,2040, and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9032.30
County:	Jefferson	**Parent ID:**	TBD	**Group ID:**	N/A
Project Name:	Main Remade - Central	**Funding Source:**	Highway Safety Improvement Program - State (HSIP-ST)	**Open to Public Date:**	2028
Total Estimated Project Cost:	$6,000,000		**Total Cost Programmed in TIP to date:**	$6,000,000	
Description:	Add dedicated bike facilities and improve safety for vulnerable road users (VRUs). If feasible, this phase includes the conversion of Main Street from 1-way to 2-way between 10th Street and 2nd Street.				
Justification:	Main Street is 1-way with high speeds. This project would slow vehicular traffic in the 2-way conversion area and provide a				
FY 23-26 TIP Funding:	FY 2027 Construction Phase with HSIP-ST funds: $5,400,000 (Federal) + $600,000 (Other) = $6,000,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					
MTP Action:	** Remove redundant project. See Main Remade project details above.				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to model as Main Remade replaces	
Project Sponsor:	Lousville Metro	**KIPDA ID:**	1810	**State ID:**	5-470.10
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	One-Way Street Conversion to Two-Way Phase 2	**Funding Source:**	STP-U	**Open to Public Date:**	2028
Total Estimated Project Cost:	$6,000,000		**Total Cost Programmed in TIP to date:**	~~$735,000~~ $0	
Description:	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Main Street from 2nd Street to Story Avenue and Main Street from 9th Street to South 30th Street.				
Justification:	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets.				
FY 23-26 TIP Funding:	*~~FY 2019 Construction Phase with :~~ ~~$600,000 (Federal) + $135,000 (Other) = $735,000 (Total)~~				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Remove child project from MTP				
TIP Action:	Update TIP funding, add phase and include parent project ID				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3069	**State ID:**	5-80200.00
County:	Jefferson	**Parent ID:**	2114	**Group ID:**	N/A
Project Name:	KY 2050	**Funding Source:**	STBG-MPO	**Open to Public Date:**	2028
Total Estimated Project Cost:	$2,794,000		**Total Cost Programmed in TIP to date:**	~~$634,000~~ $2,794,000	
Description:	Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.				
Justification:	Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great.				
FY 23-26 TIP Funding:	FY 2024 Design Phase with STBG-MPO funds: $335,200 (Federal) + $83,800 (Other) = $419,000 (Total) FY 2025 ROW Phase with STBG-MPO funds: $44,000 (Federal) + $11,000 (Other) = $55,000 (Total) FY 2026 Utilities Phase with STBG-MPO funds: $128,000 (Federal) + $32,000 (Other) = $160,000 (Total) *FY 2027 Construction Phase with STBG-MPO funds: $1,728,000 (Federal) + $432,000 (Other) = $2,160,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	None				
TIP Action:	Remove duplicate funding and remove from TIP. This is a parent project to KIPDA ID 3069				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	2114	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 2050	**Funding Source:**	STBG-MPO	**Open to Public Date:**	2030
Total Estimated Project Cost:	$5,280,000		**Total Cost Programmed in TIP to date:**	~~$2,725,000~~ $0	
Description:	Reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). Project will evaluate 3-lane widening and consider accommodations for bicyclists and pedestrians. CHAF IP20140033.				
Justification:	The purpose of this project is to reduce congestion and improve safety along KY 2050 (Herr Lane) from KY 1447 (Westport Road) to KY 22 (Brownsboro Road). The Herr Lane project corridor is a two-lane, 1.15 mile-long, high-traffic section of road in an area of eastern Jefferson County that is almost totally developed. Average daily traffic (ADT) volumes on Herr Lane range from 11,300 to 13,800 vehicles per day (VPD). The primary land uses along the road are several traditional neighborhoods and four schools. Throughout a typical day, sections of the project corridor experience significant congestion. The southern end of the corridor has a higher than average crash rate. Two notable land use changes on the horizon could exacerbate current traffic problems-Midlands, proposed site of the new Veterans' Administration (VA) Hospital; and the Providence Point development along Herr Lane across from Ballard H.S.				
FY 23-26 TIP Funding:	~~FY 2024 Design Phase with STBG-MPO funds:~~ ~~$280,000 (Federal) + $70,000 (Other) = $350,000 (Total)~~ ~~FY 2025 ROW Phase with STBG-MPO funds:~~ ~~$44,000 (Federal) + $11,000 (Other) = $55,000 (Total)~~ ~~FY 2026 Utilities Phase with STBG-MPO funds:~~ ~~$128,000 (Federal) + $32,000 (Other) = $160,000 (Total)~~ ~~*FY 2027 Construction Phase with STBG-MPO funds:~~ ~~$1,728,000 (Federal) + $432,000 (Other) = $2,160,000 (Total)~~				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

MTP Action:	Remove redundant project. See KIPDA IDs 2114 and 3069.				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Lousville Metro	**KIPDA ID:**	3122	**State ID:**	5-80200.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Herr Lane Improvements	**Funding Source:**	N/A	**Open to Public Date:**	2026
Total Estimated Project Cost:	$3,642,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Widen Herr Lane (KY 2050) from 2 to 3 lanes (additional lane will be a two-way left turn lane) from Westport Road (KY 1447) to Bedford Lane. Project may repair and replace existing sidewalk or add new sidewalk if needed.				
Justification:	This project will reduce congestion and improve access to community amenities such as the new Robley Rex Veteran's Affairs Medical Center, Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great School.				
FY 23-26 TIP Funding:	N/A				

AIR QUALITY CONFORMITY

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky 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 C*onnecting 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 base year, to determine conformity. The base year 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*.

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

KIPDA

Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 7

FY 2023-2026 Transportation Improvement Program- Amendment 7

Interagency Consultation Group Conference Call Meeting Minutes

August 13, 2024

1:00 PM EDT

Participants:

EPA – Dianna Myers & Tony Maietta
FHWA – Erica Tait & Tonya Higdon
KYTC – Tom Hall, Larry Chaney, Dasha Korostina, Jeremeih Shaw, & Isidro Delgado Herrera
LMAPCD – Rachel Hamilton & Matt King
KYDAQ- Lauren Hedge & Kevin Davis
INDOT – Jay Mitchell, Hayley Thomas, Brandi Mischler, Roy Nunnally, & Julie Feltner
TARC – Robert Monsma
KIPDA – Andy Rush, Randy Simon, Eronmonsele Esekhaigbe, Chris Nicolas, & Brady Hill

Welcome/Roll Call:

A total of 23 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 7 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and the *FY 2023-2026 Transportation Improvement Program* (TIP). The meeting began shortly after 1:00 PM EDT on August 13, 2024. Ms. Chris Nicolas conducted roll call and introduced KIPDA staff in attendance.

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Project Discussion:

Ms. Nicolas described the changes to Clarksville's Stansifer Avenue project, which is a late addition to Amendment 7. The project is exempt.

Ms. Nicolas began to describe all of the project changes listed in Amendment 7. Ms. Tait asked about the need for the $50 million cost increase for INDOT's project—KIPDA ID 2899. She asked if there was a known scope change associated with the cost increase. Ms. Nicolas and Mr. Rush stated that KIPDA was not aware of any scope change—the project cost was likely associated with inflation and new cost estimates.

Ms. Nicolas continued to describe other project changes in Amendment 7. Ms. Nicolas discusses all of the "Main Remade" project changes together. Mr. Rush confirms that Main Remade – West Phase 1 changes will be included in the model because lanes are transitioning from one-way to two-way. Ms. Myers asked about the project limits to the different Main Remade project phases. Ms. Nicolas explained that KIPDA ID 1810 was in the MTP only. KIPDA ID 1810 included a number of redundant features similar to the Main Remade projects. Mr. Hall suggested that KIPDA ID 1810 should not be taken out because he thought the project was not completely redundant because there are other streets associated with the project. However, Mr. Rush and Ms. Nicolas explained that other KIDPA IDs (1809 and 2388) remain and cover those other streets making KIPDA ID 1810 specifically redundant. Ms. Myers requested a summary clarification for the changes to KIPDA ID 1810. After further explanation from KIPDA staff about KIPDA ID 1810, the conversation moved to understanding the redundancy with two projects located on Herr Lane (KY 2025) — Louisville Metro's project, KIPDA ID 3122, and KYTC's project, KIPDA ID 2114. Mr. Rush explained that removing KIPDA ID 3122 from the MTP doesn't change the modelling because this is also a redundant project.

Schedule Discussion:

KIPDA staff discussed the anticipated schedule for the amendment (included in the packet), the schedule for KIPDA's MPO-dedicated Call for Projects, and the anticipated schedule for the FY25-FY28 TIP at the beginning of the meeting.

Other Discussion

Mr. Rush began the discussion of how the regional air quality MOVES model analysis will take place post the retirement of Craig Butler. Ms. Hamilton announced that a meeting between

KIPDA staff and LMPCD will take place soon to discuss further the details of the regional air quality analysis process. Other members of the IAC Group were invited to attend the upcoming meeting if they would like. Mr. Rush asked the group if they believe a new emissions analysis would be required, or if KIPDA could rely on previous regional emissions analysis. Ms. Myers stated that she thought that a new analysis would be required because Amendment 7 was adding new projects. Ms. Myers stated that the only way a previous regional emissions analysis could be relied on was if the only changes for the projects were funding changes. Mr. Rush agreed with Ms. Myers after discussion.

Meeting adjourned at 1:55pm.

Other Information Pertinent to Conformity of Amendment 7

The following information was not explicitly given during the video conference. However, it had been discussed at prior video conference(s) and is still applicable for Amendment 7.

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 7 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 has not been necessary since 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.

<u>KIPDA Travel Demand Forecasting Model</u>
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 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 developed travel model output data 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. KIPDA 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 (NOx).

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 NOx. The emission estimates for VOCs and NOx were determined using the MOVES 4 emissions model. KIPDA staff 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 NOx) 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 NOx 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 KIPDA staff. 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 NOx 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.

KIPDA staff developed emission estimates of VOCs and NOx using the MOVES model. To review, the following steps were undertaken.

(1) KIPDA staff received developed 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, as described above.
(2) KIPDA reformatted the data to prepare it as input to the MOVES model. Other necessary data was received from LMAPCD.
(3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.

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 NOx 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 (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx 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

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	**INDIANA**	**KENTUCKY**	**TOTAL**
2025	**8071**	**26511**	**34582**
2030	**8485**	**27937**	**36422**
2035	**8908**	**29258**	**38166**
2040	**9347**	**30464**	**39811**
2050	**10219**	**32843**	**43062**

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	**Area**	**VOCs**	**NOx**	**PASS**
2025	**Regional**	**7958**	**15580**	**YES**
2030		**5734**	**9906**	**YES**
2035		**4617**	**6521**	**YES**
2040		**3889**	**5144**	**YES**
2050		**4830**	**4344**	**YES**

NOTE: The criteria for conformity are as follows:

2025 and 2030 Regional emission levels for VOCs must be below the redesignation SIP base year (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.

Amendment 7 to the FY 2023-2026 Transportation Improvement Program & Connecting Kentuckiana 2050 Metropolitan Transportation Plan
Public Comments

Project Name: I-64 Added Travel Lanes
Sponsor: INDOT
KIPDA ID: 2899
Comments:

- NO MORE HIGHWAYS LANES PLEASE! Stop inducing more travel on highways by adding more lanes. We must stop spending tax dollars to support more automobile and truck traffic. Strongly object to this project.
- 228 Million in tax dollars seems like a lot for inducing demand and increasing maintenance costs, when a fraction of that could have big impacts elsewhere in the region.

Project Name: I-65 Northbound Brook Off-Ramp
Sponsor: KYTC
KIPDA ID: 3236
Comments:

- Any off ramps should include bump outs, neck downs, rumble strips, and elevated crosswalks, along with adequate barricades & lighting for said crosswalks.
- Jacob Street is used by pedestrians to cross under I-65. Please make sure to place adequate crosswalks, lighting and SAFE pedestrian crossings to avoid being hit by speeding traffic.

Project Name: I-65 St. Catherine St. On-Ramp
Sponsor: KYTC
KIPDA ID: 3238
Comments:

- Remove the St. Catherine ramp all together. It encourages reckless driving and endangers everyone, especially pedestrians and cyclists. Lengthening an on ramp will further decimate much needed housing and encourage speeding in our neighborhood. I do not support this idea.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- *For Amendment 7 public comment, the Woodbine and St. Catherine I-65 ramps have been changed to "Remove TIP funding, project will remain in the MTP."
  Does this mean that the projects will no longer be completed during the TIP 2023-2026 window, but are still on the schedule for sometime in the 2050 MTP?
  Is there still an opportunity for the complete removal of these ramps?
  We have residents, including some who did not live in the neighborhood during the I-65 corridor study in 2021, who would like to see the full removal. We want to encourage them to submit this feedback if removal is still a possibility. *(Answered via email by KIPDA Staff)

Project Name: I-65 on and off ramps on Arthur Street
Sponsor: KYTC
KIPDA ID: 3234
Comments:

- Make a traffic circle near Brandeis off ramp so that people and careening through the neighborhood (west of i65) to speed and get back on at Preston. Concentrate the traffic and you will slow it down.

Project Name: I-65 Reconfigure Woodbine/Preston Interchange
Sponsor: KYTC
KIPDA ID: 3237
Comments:

- Add bump outs at off ramps to neck down traffic and force merging and slow downs.
- allow native plants to take place in lieu of herbicide and mowing. All ramps should look like that on i-64 near botanical gardens. Trees or native grasses and flowers.
- Make Woodbine a 2 way street.
- Jackson Street off ramp should have traffic calming measures in place. Drivers exiting highway speed through stop signs & are encouraged to continue driving interstate speeds on local roads because of the design. Add rumble strips to elevated ped crosswalk.
- Rebuild/repair pedestrian walking bridge to make more welcoming. Design is very hostile. Light underpass under I-65 to encourage markets and vibrant activity. This underpass connects to ped friendly neighborhoods.
- The very worst part about this whole interchange is the fact that there is no stop sign at the bottom of the northbound Jackson Street exit ramp. Cars enter the neighborhood going at freeway speeds. PLEASE fix this.
- With the removal of the Woodbine off-ramp, there is no need to have Woodbine run one way. Woodbine makes much more sense as a two-way street.
- Removing the Preston southbound on-ramp will be a tremendous benefit for the many residents of that street. Thank you
- We have heard from KYTC Maintenance crews that it is cheaper to use chemical herbicide instead of mowing the right of way area. We aske that native wildflowers be used similarly to I-64 downtown. The herbicide used is carried by wind into homes and gardens.
- The Jackson Street ramp is the ONLY off ramp that exits immediately into a residential with no slowdown in speed or signage to limit dangerous speeding across Preston. Any pedestrians crossing here are risking their life crossing two slip lanes.
- With the Woodbine Exit Closing, the space from Woodbine Sidewalk to Jackson On Ramp can be reconverted to public use or greenspace as a memorial to the oldest Jewish Cemetery in KY that was demolished and dug up to make room for this ramp 70 years ago.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- Would love to see this off ramp and on ramp removed entirely.

Project Name: Main Remade – Central
Sponsor: KYTC
KIPDA ID: NEW
Comments:

- I love this project and would love you to do it sooner than 2028. Want to emphasize the need for all ages and abilities bike infrastructure – meaning it is protected and separated!
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade – West Phase 2
Sponsor: KYTC
KIPDA ID: NEW
Comments:

- Wonderful project! Thanks for removing signals where unwarranted – which is hoping quite a many of the intersections.
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade - East
Sponsor: KYTC
KIPDA ID: NEW
Comments:

- I fully support this project! Want to see the design reduce the number of vehicle travel lanes (given designs I've seen publicly)
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade – West Phase 1
Sponsor: KYTC
KIPDA ID: NEW
Comments:

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

Project Name: Main Remade
Sponsor: KYTC
KIPDA ID: NEW
Comments:

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown

Project Name: One-Way Street Conversion to Two- Way Phase 2
Sponsor: Louisville Metro
KIPDA ID: 1810
Comments:

- Are you no longer going to 30th street now, and only going to 22nd st?

Social Media Comments:

- Stay out of the small towns. You're killing us.
- More political kickbacks and tax funded, frivolous projects.