

K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 8

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

TPC Approval
February 27, 2025





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

Kentucky Division

March 27, 2025

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 8 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 27, 2025)

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 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 these documents conform to the 2015 8-hour Ozone NAAQS.

Should you have any questions, or need additional information, please contact Nick Vail, Community Planner, at (502) 223-6727.

Sincerely,

Shundreka R. Givan

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
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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



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #8 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, 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 #3 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 27th day of February 2025.



Commissioner Jack Coffman, Chair
Transportation Policy Committee



Andy Rush, Director
KIPDA Transportation Division



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



8

**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #8 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 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*, 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 2025 - 2028 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 27, 2025, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,





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 #8 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 27th day of February 2025.



Commissioner Jack Coffman, Chair
Transportation Policy Committee



Andy Rush, Director
KIPDA Transportation Division

**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 8
- A listing of all projects being added, removed and/or modified
- A listing of Interagency Consulting and air quality activities pertaining to Amendment 8

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

- Visiting <https://kipdatransportation.org/amendment8/> and click on the *Amendment 8 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 February 4th 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/amendment8/>

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.

AMENDMENT 8 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

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| Project applications (new or modified) are due from sponsors | December 6, 2024 |
| KIPDA staff completes project review | December 17, 2024 |
| Air quality conformity activities | December 17, 2024- January 24, 2025 |
| Interagency Consultation Group (IAC) Coordination | January 13 & 21, 2025 |
| Public comment period | January 27, 2025- February 11, 2025 |
| Transportation Technical Coordinating Committee (TTCC) Recommendation | February 12, 2025 |
| Comments sent to the Transportation Policy Committee (TPC) | February 12, 2025 |
| TPC Action | February 27, 2025 |

ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:
<https://kipdatransportation.org/forms/>

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|--|---|------------------------|--|-----------------------------|---------|
| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2401391 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Intersection Improvement at US 31 and Eastern Blvd | Funding Source: | National Highway Performance Plan (NHPP) | Open to Public Date: | 2029 |
| Total Estimated Project Cost: | \$7,977,262 | | Total Cost Programmed in TIP to date: | \$7,977,262 | |
| Description: | US 31 and Eastern Blvd, intersection improvement | | | | |
| Justification: | The project will improve pedestrian mobility with the roundabouts by providing shorter crossings across Eastern Blvd and refuge with raised curb medians | | | | |
| FY 23-26 TIP Funding: | FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$913,500 (Federal) + \$101,500 (Other) = \$1,015,000 (Total) *FY 2027 Utilities (U) phase with NHPP funds: \$182,700 (Federal) + \$20,300 (Other) = \$203,000 (Total) *FY 2029 Construction (CN) phase with NHPP funds: \$6,083,336 (Federal) + \$675,926 (Other) = \$6,759,262 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Project Cost | | | | |
| TIP Action: | Update TIP funding, sources, Open to Public date and add additional DES # | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | 3025 | State ID: | 1902858, 2301561 |
| County: | Clark | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Henryville Welcome Center Reconstruction | Funding Source: | Surface Transportation Block Grant - State (STBG-ST) & National Highway Performance Plan (NHPP) & High Priority - Innovative Technology Deployment Grant | Open to Public Date: | 2027 2028 |
| Total Estimated Project Cost: | \$38,400,600 \$57,530,607 | | Total Cost Programmed in TIP to date: | \$27,432,500 \$57,530,607 | |
| Description: | Rest area modernization project in Henryville on I-65 north bound at mile marker 22. | | | | |
| Justification: | The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2023 Preliminary Engineering (PE) phase with STBG-State funds: \$2,976,000 (Federal) + \$0 (Other) = \$2,976,000 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with STBG-State funds: \$113,500 (Federal) + \$0 (Other) = \$113,500 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-State funds: \$21,902,400 (Federal) + \$2,433,600 (Other) = \$24,336,000 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$392,305 (Federal) + \$0 (Other) = \$392,305 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$419,745 (Federal) + \$0 (Other) = \$419,745 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</p> <p>FY 2026 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</p> | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Indiana Department of Transportation (INDOT) | KIPDA ID: | NEW | State ID: | 2201202 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Merry Way near Georgetown Elementary | Funding Source: | HSIP-ST | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$1,028,250 | | Total Cost Programmed in TIP to date: | \$1,028,250 | |
| Description: | The purpose of this project is to remove physical barriers that inhibit access to and away from schools and public parking in Georgetown. Upon completion of the project all pedestrian facilities at the SR 64 intersection of Merry Way and at SR 64 should meet the minimum requirements for ADA compliance. INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no build alternative is dismissed. | | | | |
| Justification: | INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no build alternative is dismissed. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Preliminary Engineering (PE) phase with HSIP-ST funds: \$175,725 (Federal) + \$19,525 (Other) = \$195,250 (Total) *FY 2027 Construction phase with HSIP-ST funds: \$749,700 (Federal) + \$83,300 (Other) = \$833,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| 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: | 2030 |
| Total Estimated Project Cost: | \$228,772,435 \$222,385,520 | | Total Cost Programmed in TIP to date: | \$228,772,435 \$222,385,520 | |
| 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: | <p>*FY 2020 Preliminary Engineering (PE) phase with NHPP State funds: \$921,688 \$0 (Federal) + \$102,410 \$1,024,098 (Other) = \$1,024,098 (Total)</p> <p>*FY 2021 Preliminary Engineering (PE) phase with NHPP State funds: \$1,080,000 \$0 (Federal) + \$120,000 \$1,200,000 (Other) = \$1,200,000 (Total)</p> <p>*FY 2022 Preliminary Engineering (PE) phase with NHPP State funds: \$9,925,650 \$0 (Federal) + \$1,102,850 \$11,028,500 (Other) = \$11,028,500 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP State funds: \$9,330,432 \$0 (Federal) + \$5,297,268 \$14,627,700 (Other) = \$14,627,700 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP State funds: \$5,040 \$0 (Federal) + \$1,715,280 \$1,720,320 (Other) = \$1,720,320 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with State funds: \$0 (Federal) + \$463,850 (Other) = \$463,850 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with IM State funds: \$234,000 \$0 (Federal) + \$26,000 \$260,000 (Other) = \$260,000 (Total)</p> | | | | |

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| <p>KIPDA ID 2899 cont. FY 23-26 TIP Funding:</p> | <p>FY 2025 Utilities (U) phase with NHPP State funds: \$808,650 \$0 (Federal) + \$89,850 \$898,500 (Other) = \$898,500 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds: \$49,500 (Federal) + \$5,500 (Other) = \$55,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$111,796,836 (Federal) + \$12,421,871 (Other) = \$124,218,707 (Total)</p> <p>FY 2026 Construction (CE) phase with NHPP funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$64,987 (Federal) + \$7,221 (Other) = \$72,208 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$94,590,000 (Federal) + \$10,510,000 (Other) = \$105,100,000 (Total)</p> <p>FY 2026 Construction (CE) phase with NHPP funds: \$10,350,000(Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$77,850,000 (Federal) + \$8,650,000 (Other) = \$86,500,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with NHPP funds: \$56,691,310 (Federal) + \$6,299,035 (Other) = \$62,990,345 (Total)</p> <p>*FY 2027 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p> |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2030, 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Clark County | KIPDA ID: | NEW | State ID: | 2401840 |
| County: | Clark | Parent ID: | N/A | Group ID: | 2676 |
| Project Name: | CR-311 and Sellersburg Improvements | Funding Source: | Group III | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$2,100,000 | | Total Cost Programmed in TIP to date: | \$750,000 | |
| Description: | Corridor improvements will extend along CR-311 from SR-60 to US-31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area. | | | | |
| Justification: | KIPDA Funded Corridor study recommended a center left turn lane for the CR-311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Clark County | KIPDA ID: | NEW | State ID: | 2401839 |
| County: | Clark | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Memphis Blue Lick Roadway Improvements | Funding Source: | Group III | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$9,700,000 | | Total Cost Programmed in TIP to date: | \$93,750 | |
| Description: | This project will enhance the overall capacity of the Memphis Blue Lick Road and the surrounding area, from Crone Road near the I-65 Interchange to the existing Champions Point S/D, 2+ miles to the west. There are potentially four intersections that must be enhanced (one is an INDOT interchange at I-65); potentially two bridge improvement structures and several small structure crossings that will need to be improved along with the roadway widening for the area. The roadway widening shall include pavement drive lane expansion and improved paved shoulders. Bike paths will also be considered for this project. | | | | |
| Justification: | This area is experiencing significant growth. To date there are 6 residential developments that have been platted with over 2500 new residential lots already approved and significantly more potential for the area. Vehicle counts in the area were completed in 2013 and ranged from 800-2000 AVD. new vehicle counts were completed in 2023, and the numbers have increased to 8000-9000 AVD at locations along the Memphis Blue Lick corridor. Residents in the area are concerned with the growth occurring and the potential for new growth in the currently undeveloped areas. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Planning (P) phase with Group III funds: \$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total) | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Floyd County Board of Commissioners | KIPDA ID: | NEW | State ID: | 2401835 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Bridge 38 (Baylor Wissman) Replacement | Funding Source: | Group III | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$3,151,000 | | Total Cost Programmed in TIP to date: | \$450,000 | |
| Description: | Project will replace existing bridge due to poor geometry and the superstructure and substructure deterioration. It will expand bridge from one to two travel lanes with 2 foot shoulders. Approach will be re-aligned to improve site distance. | | | | |
| Justification: | Existing bridge was constructed in 1950 as one lane crossing and is deteriorating. Bridge provides access to road connecting major subdivisions and provides cross I-64 access to County. Approach has horizontal curve decreasing sight distance and making more unsafe. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Floyd County Board of Commissioners | KIPDA ID: | NEW | State ID: | 2401834 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Baylor Wissman Hilltop | Funding Source: | Group III | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$3,336,344 | | Total Cost Programmed in TIP to date: | \$201,851 | |
| Description: | Project will replace existing roadway on Baylor Wissman Road from Brookstone Ct. to Bridge 38 to widen lanes to 11 feet in each direction, add 2-foot shoulders with 1 foot aggregate. Additional safety measures including edge striping and curve notices will be included among other potential improvements. | | | | |
| Justification: | Crash data and a recent Thoroughfare Study indicated run off road crashes on this roadway. The development of a large subdivision in the Town of Georgetown that will utilize this roadway will increase traffic volume and likelihood of additional incidents. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$161,481 (Federal) + \$40,370 (Other) = \$201,851 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Floyd County Board of Commissioners | KIPDA ID: | NEW | State ID: | 2401836 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Highway 150 Break Highlander Point | Funding Source: | Group III | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$3,743,989 | | Total Cost Programmed in TIP to date: | \$393,750 | |
| Description: | Establishment of lighted intersection between Old Vincennes Road and West Luther Road on Highway 150 providing additional access to Highlander Point Gateway district. | | | | |
| Justification: | Additional access needed from Highway 150 to alleviate congestion and reduce accidents at Old Vincennes Road intersection. Additionally, will provide access to developing areas on either side of Highway. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$315,000 (Federal) + \$78,750 (Other) = \$393,750 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | New Albany | KIPDA ID: | NEW | State ID: | 2401854 |
| County: | Floyd | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Slate Run Road Improvements Phase 2 | Funding Source: | Group III | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$5,100,000 | | Total Cost Programmed in TIP to date: | \$250,000 | |
| Description: | The project consists of the widening of Slate Run Road from Lockwood Drive to Ekin Avenue in New Albany, Indiana. The road is being widened to create new separate bicycle lanes. Curb and gutter will be added to both sides of the roadway, and new sidewalks will be constructed outside of the curb lines. | | | | |
| Justification: | This is Phase 2 of an overall project for which Phase 1 construction was completed in 2021. Slate Run Road has been a safety issue for the City of New Albany due to speeding motorists and the lack of bicycle and pedestrian facilities. The roadway is highly trafficked by bicycles and pedestrians due to the existence of the Slate Run Elementary School. This project is needed to assist in traffic calming to reduce speeding motorists, as well as provide safe bicycle paths and pedestrian walkways separate and outside of the roadway to reduce the risk of fatalities and injuries along this corridor. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total) | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Create child project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | |
| County: | Jefferson | Parent ID: | 3067 | Group ID: | N/A |
| Project Name: | Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$30,300,000 | | Total Cost Programmed in TIP to date: | \$1,250,000 | |
| Description: | This project will reflect a focus area identified in the planning study that is bounded by Bank Street to the south, the Ohio River to the north, 28th Street to the west and 18th Street to the east. It would attempt to restore community connectivity by providing safe and enhanced mobility options and by providing connections to and between housing, jobs, recreation, greenspace and other important destinations. (Portion of KIPD ID 3067) | | | | |
| Justification: | <p>I-64 (Riverside Expressway) was constructed in the late 1960s and early 1970s. This added to the already-existing separation of the community from the riverfront created by the U.S. Army of Corps of Engineers floodwall and levee system and the railroad lines that run along and near the Ohio River.</p> <p>This project will identify barriers to and opportunities for community connectivity and will develop alternative concepts to improve connections to and from the Ohio Riverfront. The project will address all modes of transportation.</p> | | | | |
| FY 23-26 TIP Funding: | FY 2025 Preliminary Engineering (PE) phase with STBG-MPO funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total) | | | | |
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| MTP Action: | Transition to parent project (see Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor - Priority Segments) | | | | |
| TIP Action: | None | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3067 | State ID: | 5-587.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor | Funding Source: | Surface Transportation Block Grant - MPO (STBG- MPO) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$22,750,000 \$35,250,000 | | Total Cost Programmed in TIP to date: | \$750,000 | |
| Description: | The project would consist of a planning study to examine the needs and possible solutions regarding provision of more robust and more attractive community connections between the Portland neighborhood and the areas adjacent to the Ohio River. | | | | |
| Justification: | <p>I-64 is a high-speed fully-controlled access interstate transportation facility through an economically-disadvantaged area that constitutes a barrier to community connectivity, as well as a barrier to mobility and access to jobs and recreation opportunities. The study would explore options to ameliorate the impacts of that barrier, particularly as they affect Portland and adjacent West Louisville neighborhoods.</p> <p>Opportunities exist for neighborhood, business community, city, and state partnerships in the implementation of this project. The Louisville Metro Portland Neighborhood Plan brought together many of these stakeholders, and the project could certainly build on that foundation. Since the adoption of the plan, the West End Opportunity Partnership was established, creating a TIFF District with the aim of revitalizing the community.</p> | | | | |
| FY 23-26 TIP Funding: | FY 2023 Planning (P) phase with STBG-MPO funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total) | | | | |

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| MTP Action: | Become parent project to new project with State ID 5-8954.10 (next in list), update Total Project Cost and OTP | | | | |
| TIP Action: | Update OTP | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 2919 | State ID: | 5-8954.00 |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 155 | Funding Source: | Surface Transportation Block Grant Flex Funding (STPF) | Open to Public Date: | 2027 2031 |
| Total Estimated Project Cost: | \$17,890,000 \$45,759,000 | | Total Cost Programmed in TIP to date: | \$1,040,000 | |
| Description: | Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(202OCCR) KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247). | | | | |
| Justification: | This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening. | | | | |
| FY 23-26 TIP Funding: | FY 2023 Right of Way phase with STPF funds: \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total) | | | | |
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| MTP Action: | None | | | | |
| TIP Action: | Add new child project to KIPDA ID 2919 | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-8954.10 |
| County: | Jefferson | Parent ID: | 2919 | Group ID: | N/A |
| Project Name: | KY 155 | Funding Source: | Surface Transportation Block Grant Flex Funding (STPF) | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$35,149,000 | | Total Cost Programmed in TIP to date: | \$35,149,000 | |
| Description: | Improve safety and traffic operations on KY 155 from MP 2.000 in Spencer County to Floyds Fork in Jefferson County (total length 6.247 miles) (Portion of 5-8954.00) CHAF ID IP20230128 | | | | |
| Justification: | Project is intended to improve safety and traffic operations on KY 155 from south of Plum Creek in Spencer County to Floyds Fork in Jefferson County. The current 2-lane roadway has limited capacity, and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of crashes along the corridor by providing safer access and additional passing opportunities. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with STPF funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total) *FY 2027 Design (D) phase with STPF funds: \$2,571,200 (Federal) + \$642,800 (Other) = \$3,214,000 (Total) *FY 2028 Utilities (U) phase with STPF funds: \$6,780,000 (Federal) + \$1,695,000 (Other) = \$8,475,000 (Total) *FY 2028 Construction (C) phase with STPF funds: \$17,168,000 (Federal) + \$4,292,000 (Other) = \$21,460,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Add New Child Project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2030, 2035, 2040 & 2050 | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-373.20 |
| County: | Jefferson | Parent ID: | 233 | Group ID: | N/A |
| Project Name: | KY 1819 from Bluegrass Parkway to Plantside Drive | Funding Source: | State Priority Project (SPP) | Open to Public Date: | 2029 |
| Total Estimated Project Cost: | \$8,895,000 | | Total Cost Programmed in TIP to date: | \$8,895,000 | |
| Description: | Reconstruct and widen KY 1819 (Watterson Trail) - Plantside Drive to Bluegrass Parkway. NOTE: Section of 5-373.00 KIPDA ID 233 | | | | |
| Justification: | <p>This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. Several intersections have less-than-desirable radii.</p> <p>Critical Rate Factors were above 0.60 (2012-2016) and the current KAB LOSS is 2.</p> | | | | |
| FY 23-26 TIP Funding: | <p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>FY 2025 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,795,000 (Other) = \$1,795,000 (Total)</p> <p>*FY 2027 Construction (CN) phase with SPP funds: \$0 (Federal) + \$6,900,000 (Other) = \$6,900,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new Project | | | | |
| TIP Action: | Add new Project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80340.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1819 from Skyview Park to Plantside Drive | Funding Source: | State Priority Project (SPP) | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$1,300,000 | | Total Cost Programmed in TIP to date: | \$1,300,000 | |
| Description: | Enhance mobility and provide safe access to community facilities along KY 1819 (Watterson Trail) from skyview park (MP 10.43) to plantside drive (MP 10.79). | | | | |
| Justification: | This portion of KY 1819 provides connection between "downtown" Jeffersontown and Middletown, passing through and providing access to the Bluegrass Commerce Park. The 2018 AADT was 8874 vpd, with over 12.6% trucks. A multi-use path currently exists just south of the project termini (connected to the park entrance). There are bike lanes on Plantside Drive, and the proposed reconstruction of KY 1819 from Plantside Drive to the north includes five-foot sidewalks on both sides of the road. The Jeffersontown Recreational Trail Master Plan prioritizes Watterson Trail as an important link in the overall trail system for the area. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$430,000 (Other) = \$430,000 (Total) FY 2025 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$30,000 (Other) = \$30,000 (Total) FY 2025 Utilities (U) phase with SPP funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total) FY 2025 Construction (CN) phase with SPP funds: \$0 (Federal) + \$800,000 (Other) = \$800,000 (Total) | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80253.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US-31E | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2028 |
| Total Estimated Project Cost: | \$1,500,000 | | Total Cost Programmed in TIP to date: | \$1,500,000 | |
| Description: | Resurfacing, safety improvements, and pedestrian access improvements US 31E From milepoint 14.625 (Eastern Parkway) to milepoint 13.125 (Taylorsville Road). (2022CCN) IP20230130 | | | | |
| Justification: | Improve safety for all users of the corridor with particular emphasis being given to the safety of the corridor's most vulnerable users: pedestrians. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$50,000 (Other) = \$50,000 (Total) FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$450,000 (Other) = \$450,000 (Total) *FY 2027 Construction (C) phase with SPP funds: \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2030, 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80259.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US-31E | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$1,500,000 | | Total Cost Programmed in TIP to date: | \$1,500,000 | |
| Description: | Right sizing and pedestrian access improvements on US 31E from milepoint 14.625 to milepoint 13.125 (2022CCN) | | | | |
| Justification: | Improve safety for all users of the corridor with particular emphasis being given to the safety of the corridor's most vulnerable users: pedestrians. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$50,000 (Other) = \$50,000 (Total) FY 2026 Construction (C) phase with SPP funds: \$0 (Federal) + \$1,450,000 (Other) = \$1,450,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2030, 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-9047.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US 31E | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public Date: | 2026 |
| Total Estimated Project Cost: | \$5,700,000 | | Total Cost Programmed in TIP to date: | \$5,700,000 | |
| Description: | Improvements along US 31E near interchange with I-265 from BMP 4.0 to EMP 5.4 including addition of free-flow RT lane from I-265 eastbound off-ramp. Also includes Access Management strategies and upgrading detection at signalized intersections, overhead signing and realigning Bartley Drive intersection with Southpointe Blvd. | | | | |
| Justification: | To improve safety and overall operational efficiency for the travelling public | | | | |
| FY 23-26 TIP Funding: | FY 2025 Utilities (U) phase with HSIP-ST funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total) FY 2026 Construction (C) phase with HSIP-ST funds: \$4,680,000 (Federal) + \$520,000 (Other) = \$5,200,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 and 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80261.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US 31E | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2035 |
| Total Estimated Project Cost: | \$151,010,000 | | Total Cost Programmed in TIP to date: | \$750,000 | |
| Description: | Reduce congestion, improve safety and enhance mobility along the US 31E (Bardstown Road) corridor from the Bullitt/Jefferson County line to KY 1065 (Beulah Church/Seatonville Road). (MP 0.0 – MP 5.6) (2022CCN) IP20210178 | | | | |
| Justification: | <p>AADT on the route varies from 35,000 vpd near the Bullitt County Line to 48,000+ near the I-265 interchange. The portion of the route between Fairmount Road and Seatonville Road was identified by KIPDA in 2016 as operating at LOS F. That congestion is expected to expand south to Mt. Washington and north to Breckenridge Lane in a 2040 No-build scenario.</p> <p>KYTC Safety Congestion Network Screening data (2016-20) reveals that 9 intersections in this segment of US 31E have an LOSS-KAB of 4. There are 6 additional locations with an LOSS-KAB of 3. There were 419 reported crashes during that time period.</p> <p>TARC's Bardstown Road routes have some of the highest ridership rates in their system. Schools, shopping and other community facilities near the I-265 interchange could benefit from both transit accommodation and the enhancement of bicycle and pedestrian mobility.</p> | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with NHS funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total) | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2025, 2030, 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-9055.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US 42 (Non-Cardinal: Story Ave) | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public Date: | 2025 |
| Total Estimated Project Cost: | \$400,000 | | Total Cost Programmed in TIP to date: | \$400,000 | |
| Description: | Roadway reconfiguration of Story Avenue between Frankfort Ave and Mellwood Ave. BMP 0.675 to EMP 0.965 | | | | |
| Justification: | To increase safety of vulnerable road user | | | | |
| FY 23-26 TIP Funding: | FY 2025 Construction (C) phase with HSIP funds: \$360,000 (Federal) + \$40,000 (Other) = \$400,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80325 |
| County: | Oldham | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY-146 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$8,535,000 | | Total Cost Programmed in TIP to date: | \$2,955,000 | |
| Description: | Reduce congestion, improve safety and enhance mobility on KY 146 in Buckner KY 1817 (New Cut Road) (MP 6.81) TO KY 393 (MP 7.42). Project will consider a Two Way Left Turn Lane between KY 1817 to KY 393 and bike and pedestrian facilities. | | | | |
| Justification: | Congestion exists in this section of KY 146, created by the presence of many intersecting roads (some at sharp approach angles) and entrances to schools and recreational facilities. Speed differentials exist with a speed limit change NB approaching KY 1817 from 45 mph to 35 mph, and a drop to 25 mph when school is in session. Rear-end crashes are the predominate collision type. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Planning (P) phase with SPP funds: \$0 (Federal) + \$175,000 (Other) = \$175,000 (Total) FY 2026 Design (D) phase with SPP funds: \$0 (Federal) + \$510,000 (Other) = \$510,000 (Total) *FY 2027 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$1,140,000 (Other) = \$1,140,000 (Total) *FY 2027 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,130,000 (Other) = \$1,130,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80307.00 |
| County: | Oldham | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US 42 | Funding Source: | Federal (FED) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$46,000,000 | | Total Cost Programmed in TIP to date: | \$16,000,000 | |
| Description: | Improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). Includes consideration of a three lane widening and bike bike/ped accommodations. IP20080246 | | | | |
| Justification: | The purpose of the project is to improve traffic flow, minimize congestion, and address safety issues on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). This project is needed because of current and projected capacity issues and roadway deficiencies on US 42 between Ridgemoor Drive and KY 1694 (Gum Street). Local commuters use this route daily to travel to and from Jefferson County. There are five schools located within the project's corridor or within a 1/2 mile of the corridor. Congestion is very heavy at peak travel hours. Continued development in this area along this corridor will contribute to congestion issues in the future. Substandard lane and shoulder widths exist along with vertical curves. | | | | |
| | FY 2026 Design (D) phase with FED funds: \$2,800,000 (Federal) + \$700,000 (Other) = \$3,500,000 (Total) *FY 2027 Right of Way (ROW) phase with FED funds: \$6,000,000 (Federal) + \$1,500,000 (Other) = \$7,500,000 (Total) *FY 2028 Utilities (U) phase with FED funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2025, 2030, 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-9048.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 2054 | Funding Source: | Highway Safety Improvement Program (HSIP)- State | Open to Public Date: | 2025 |
| Total Estimated Project Cost: | \$3,000,000 | | Total Cost Programmed in TIP to date: | \$3,000,000 | |
| Description: | Roadway Reconfiguration and Intersection Improvements along Algonquin Parkway BMP O at I-264 underpass to EMP 3.299 at Winkler Ave. Includes resurfacing, signing, striping and installation of bike lanes, cross walk improvements, and rebuilding of up to 5 intersection signals. | | | | |
| Justification: | Increase road safety for pedestrian and bicyclists | | | | |
| FY 23-26 TIP Funding: | FY 2025 Construction (C) phase with HSIP-ST funds: \$2,700,000 (Federal) + \$300,000 (Other) = \$3,000,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-555.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1747 | Funding Source: | Federal (FED) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$90,100,000 | | Total Cost Programmed in TIP to date: | \$23,100,000 | |
| Description: | Reduce congestion and improve safety along KY-1747 (Hurstbourne Parkway) from Stony Brook Drive to I-64. | | | | |
| Justification: | Intersections with KY 155, Bunsen Parkway, and Bluegrass Parkway/I-64 eastbound off-ramps (Exit 15A) operate at LOS E or F during peak hours. Most intersections along the study corridor have individual turn movements operating at LOS F. The Critical Rate Factor (CRF) for this section from 2012 to 2016 ranges from 3.18 to 5.01. Public input for recent Planning Study indicated lack of and need for bicycle and pedestrian accommodations, suggesting a multi-modal safety issue. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with FED funds: \$5,280,000 (Federal) + \$1,320,000 (Other) = \$6,600,000 (Total) *FY 2027 Right of Way (ROW) phase with FED funds: \$6,000,000 (Federal) + \$1,500,000 (Other) = \$7,500,000 (Total) *FY 2027 Utilities (U) phase with FED funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80302.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 841 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$24,280,000 | | Total Cost Programmed in TIP to date: | \$3,910,000 | |
| Description: | Transportation system management improvements on US 31W from KY 841 to KY 44 in Southern Jefferson County; to include the consideration of access management and safety improvements. IP20080193 | | | | |
| Justification: | <p>The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice.</p> <p>US 31W (Dixie Highway) is one of the busiest and most important transportation corridors in the region. It is frequently congested (LOS E, F found at multiple intersections), has very high total and fatal crash rates, and passes through several low- and moderate-income neighborhoods. It also hosts the region's best performing transit route, Route 18, which serves the project corridor with over 4,800 daily riders. The high transportation demand by both vehicular and transit riders results in low speeds and long delays at critical locations. The volume of vehicular traffic coupled with the presence of numerous access points and intersections contributes to congestion and safety issues.</p> | | | | |
| FY 23-26 TIP Funding: | <p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>*FY 2027 Construction (C) phase with SPP funds: \$0 (Federal) + \$3,710,000 (Other) = \$3,710,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 and 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80341.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY-1934 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2035 |
| Total Estimated Project Cost: | \$34,630,000 | | Total Cost Programmed in TIP to date: | \$400,000 | |
| Description: | Improve safety, reduce congestion and enhance mobility along the KY 1934 (Greenbelt HWY/ Cane Run RD) corridor from the KY 841/KY 1934 interchange to Ralph Ave (MP 0.0- MP 10.081). | | | | |
| Justification: | AADT varies from 7,600 vpd at the southern terminus of KY 1934 at US 31W (Dixie Highway) to 47,000 at the interchange with I -264 near the northern end of the corridor. KABCO LOSS for the overall extent of the corridor is 3. However, when broken into segments due to change in cross-section, three out of the four sections had a KAB LOSS of 4. There are only a few short sections of unconnected sidewalk along the Greenbelt portion of the route. Sidewalk generally exists on both sides of all sections of Cane Run Road to just south of Terry Road. TARC Route 19 services much of the corridor, with limited schedules and circulation through the Riverport area. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Planning (P) phase with SPP funds: \$0 (Federal) + \$400,000 (Other) = \$400,000 (Total) | | | | |

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| MTP Action: | N/A | | | | |
| TIP Action: | Create new child project to KIPDA ID 2121 | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80332.00 |
| County: | Jefferson | Parent ID: | 2121 | Group ID: | N/A |
| Project Name: | I-65 | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2034 |
| Total Estimated Project Cost: | \$25,610,000 | | Total Cost Programmed in TIP to date: | \$3,000,000 | |
| Description: | Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. Related to 5-559.00, KIPDA ID 2121 & CHAF ID IP 20160017 | | | | |
| Justification: | The project is intended to improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. The I-65/I-264 interchange was ranked as the highest crash interchange in the KIPDA MPA area (KY portion). From 2009 to 2011, there were 1,056 crashes within the interchange that included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 and severity index of 1.138. 2019-23 KAB LOSS is 3. | | | | |
| FY 23-26 TIP Funding: | FY 2026 Design (D) phase with NHS funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) *FY 2027 Design (D) phase with NHS funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Transition to Parent Project, add Child Project ID, and remove extra State ID | | | | |
| TIP Action: | Update TIP funding and remove project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 2121 | State ID: | 5-559.00, 5-559.01 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2034 |
| Total Estimated Project Cost: | \$145,593,000 | | Total Cost Programmed in TIP to date: | \$350,000 \$500,000 | |
| Description: | 6YP DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. Project length is 2.29 miles. CHAF DESC: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF ID - IP20160017 | | | | |
| Justification: | CHAF Purpose: Improve safety and reduce congestion at the I-65/I-264 (Watterson Expressway) interchange. CHAF Need: The I-65/I-264 interchange was ranked as the number one highest crash interchange in the KIPDA MPA area for Kentucky (Bullitt, Jefferson, and Oldham Counties). This analysis was based upon crash data for the years of 2009-2011. In that time period there were 1,056 crashes within the interchange (meaning the area between the exit and entrance ramps in all directions) which included six fatalities and forty injuries. The average daily traffic entering this interchange is 337,350 with a crash rate of 2.859 (the ratio of the number of crashes to the number of vehicles entering an interchange) and severity index of 1.138. The movements that appear to have the most issues at this interchange are I-264 westbound to I-65, I-65 northbound to I-264 eastbound, and I-65 southbound to I-264 eastbound. | | | | |
| FY 23-26 TIP Funding: | *FY 2027 Design (D) phase with NHS funds: \$2,400,000 (Federal) + \$600,000 (Other) = \$3,000,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80352.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1865 | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$81,000,000 | | Total Cost Programmed in TIP to date: | \$20,000,000 | |
| Description: | Safety improvements on KY 1865 (New Cut Road)/Taylor Boulevard from MP 0.5 (just south of Old New Cut Road) to MP 5.766 (just north of the I-264 ramp). | | | | |
| Justification: | <p>Route is part of Louisville Metro's High Injury Network under their Vision Zero Safety Program. The routes identified in Louisville's High Injury Network will guide the city's Safer Roads strategy, in support of Louisville's vision to eliminate roadway deaths on surface streets by 2050.</p> <p>This project strives to implement safety improvements for all users along the KY 1865/New Cut Road corridor consistent with Metro's 2024 KY 1865 New Cut Road/Taylor Blvd Safety Study.</p> | | | | |
| FY 23-26 TIP Funding: | <p>FY 2026 Design (D) phase with NHS funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> <p>*FY 2027 Design (D) phase with NHS funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</p> <p>*FY 2027 Right of Way (ROW) phase with NHS funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with NHS funds: \$6,400,000 (Federal) + \$1,600,000 (Other) = \$8,000,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non Exempt | | Model Impact: | Add to 2035, 2040, and 2050 Scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80357.00 |
| County: | Bullitt | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 61 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$40,275,000 | | Total Cost Programmed in TIP to date: | \$40,275,000 | |
| Description: | Improve safety and reduce congestion on KY 61 from KY 245 to Plaza Park Blvd in Lebanon Junction. Project will evaluate widening from 2 to 4 travel lanes and consider other lower impact alternatives. (MP 1.97-9.42) | | | | |
| Justification: | This route segment has been identified by the Legislature as a candidate for potential safety improvements and congestion reduction. 2019-2023 CDAT LOSS KAB - 3; CO - 2. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Planning (P) phase with SPP funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total) *FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$8,050,000 (Other) = \$8,050,000 (Total) *FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$3,810,000 (Other) = \$3,810,000 (Total) *FY 2029 Utilities (U) phase with SPP funds: \$0 (Federal) + \$4,900,000 (Other) = \$4,900,000 (Total) *FY 2030 Construction (C) phase with SPP funds: \$0 (Federal) + \$23,265,000 (Other) = \$23,265,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Non Exempt | | Model Impact: | Add to 2030, 2035, 2040, and 2050 | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80100.00 |
| County: | Bullitt | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 61 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$23,610,000 | | Total Cost Programmed in TIP to date: | \$23,610,000 | |
| Description: | Access, Safety and Economic Development Improvement Study along KY 61 IN Lebanon Junction from Lebanon Junction Middle School to Nelson county line 9 (MP 0.0 TO 3.7) (2020CCN) | | | | |
| Justification: | Improve safety and reduce congestion on KY 61 from the Nelson County Line to Lebanon Junction Elementary School. The following needs have been identified as a result of significant commercial and residential growth in southwest Bullitt County: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Increase freight capacity, 5) Serve recent and planned growth. IP20230191 | | | | |
| FY 23-26 TIP Funding: | FY 2024 Planning (P) phase with SPP funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total) FY 2026 Design (D) phase with SPP funds: \$0 (Federal) + \$4,350,000 (Other) = \$4,350,000 (Total) *FY 2027 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$2,200,000 (Other) = \$2,200,000 (Total) *FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$2,850,000 (Other) = \$2,850,000 (Total) *FY 2029 Construction (C) phase with SPP funds: \$0 (Federal) + \$13,960,000 (Other) = \$13,960,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | NEW | State ID: | 5-80328.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2028 |
| Total Estimated Project Cost: | \$1,010,000 | | Total Cost Programmed in TIP to date: | \$1,010,000 | |
| Description: | Operational and Access Study for I-65 corridor from I-264 (Henry Watterson Expressway) to Broadway (US 150) in downtown Louisville (MP 131 TO MP 136) (2018BOP). | | | | |
| Justification: | <p>Analyses indicate that operations degrade moving into the future with larger stretches of the corridor operating at LOS E/F during peak hours.</p> <p>1,194 collisions were reported along this section of I-65 between 2017 and 2019, resulting in four fatalities and 191 injuries. Much of the corridor has segments with a CCRF greater than 1.0, but only two sections show CCRF rates higher than 1.5.</p> | | | | |
| FY 23-26 TIP Funding: | <p>FY 2025 Design (D) phase with NHS funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</p> <p>FY 2026 Construction (C) phase with NHS funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)</p> | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Update OTP and phase shift | | | | |
| Exempt/Non Exempt: | Non-Exempt | | Model Impact: | Add to 2030 scenario | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3081 | State ID: | 5-575.00 |
| County: | Bullitt, Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 | Funding Source: | National Highway System (NHS) | Open to Public Date: | 2032 2029 |
| Total Estimated Project Cost: | \$40,900,000 \$43,500,000 | | Total Cost Programmed in TIP to date: | \$3,500,000 | |
| Description: | Improve safety, reduce congestion and address condition of PCC pavement on I-65 from Exit 121/KY 1526 to Exit 125/I-265 (MP 120.88 to 124.00). | | | | |
| Justification: | <p>The combination of heavy traffic volumes, poor pavement condition, traffic impacts associated with incidents, and limited capacity along alternate routes creates operational issues for traffic flow and compromises safe and reliable interstate operations. A more efficient interstate system is necessary to accommodate the existing and future truck and automobile traffic projected for this high growth area.</p> <p>The purpose of the project is to reduce congestion, enhance existing connectivity, and improve travel time reliability along I-65 from Preston Highway (KY 61) in Lebanon Junction to the Gene Snyder Freeway (I-265) in Louisville.</p> | | | | |
| FY 23-26 TIP Funding: | <p>*FY 2028 Design (D) phase with NHS funds: \$2,800,000 (Federal) + \$700,000 (Other) = \$3,500,000 (Total)</p> <p>FY 2025 Design (D) phase with NHS funds: \$2,800,000 (Federal) + \$700,000 (Other) = \$3,500,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Modify TIP Funding and Update Open to Public Date | | | | |
| Exempt/Non Exempt: | Non-Exempt | | Model Impact: | Remove from 2025 scenario | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 147 | State ID: | 5-234.00 |
| County | Oldham | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 393 | Funding Source: | Surface Transportation Block Grant Flex Funding (STPF) | Open to Public Date: | 2024 2028 |
| Total Estimated Project Cost: | \$38,720,000 \$48,805,000 | | Total Cost Programmed in TIP to date: | \$38,720,000 \$48,805,000 | |
| Description: | KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2). IP2016O227. | | | | |
| Justification: | The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146. The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access. | | | | |
| FY 23-26 TIP Funding: | FY 2023 Construction phase with STPF funds: \$11,600,000 (Federal) + \$2,900,000 (Other) = \$14,500,000 (Total) FY 2025 Utilities (U) phase with STPF funds: \$2,612,000 (Federal) + \$653,000 (Other) = \$3,265,000 (Total) FY 2025 Construction (C) phase with STPF funds: \$7,200,000 (Federal) + \$1,800,000 (Other) = \$9,000,000 (Total) *FY 2027 Construction phase with STPF funds: \$9,856,000 (Federal) + \$2,464,000 (Other) = \$12,320,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add to MTP | | | | |
| TIP Action: | Update TIP funding and remove group project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3089 | State ID: | 5-22024.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-64 | Funding Source: | National Highway System Funds for Pavement Management (NHPM) | Open to Public Date: | 2027 2029 |
| Total Estimated Project Cost: | \$8,250,000 \$20,000,000 | | Total Cost Programmed in TIP to date: | \$8,250,000 \$20,000,000 | |
| Description: | Address condition of I-64 from milepoint 13.124 to milepoint 19.146. | | | | |
| Justification: | Maintenance of the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2026 Design (D) phase with NHPM funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</p> <p>FY 2026 Construction (C) phase with NHPM funds: \$6,000,000 (Federal) + \$1,500,000 (Other) = \$7,500,000 (Total)</p> <p>*FY 2027 Design (D) phase with NHPM funds: \$1,600,000 (Federal) + \$400,000 (Other) = \$2,000,000 (Total)</p> <p>*FY 2027 Construction (C) phase with NHPM funds: \$14,400,000 (Federal) + \$3,600,000 (Other) = \$18,000,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add project and funding to TIP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 2779 | State ID: | 5-478.30 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | US 31W | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$7,300,000 | | Total Cost Programmed in TIP to date: | \$1,825,000 | |
| Description: | Improve Dixie Highway between Greenwood Road (KY 1931) and Stonestreet Road (CR 1003). (14CCN). CHAF IP20150310. | | | | |
| Justification: | Improve safety by reducing the number of vehicular and pedestrian injuries, and improve mobility by reducing the travel times for both vehicular and transit users. The CFR for this section of roadway exceeded 1.0 for the years 2012 to 2016 including 5 fatal crashes. Existing sidewalks are discontinuous and in disrepair and not ADA Compliant. Intersections are often far apart resulting in unsafe mid-block crossings. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$525,000 (Other) = \$525,000 (Total) FY 2024 Utilities phase with SPP funds: \$0 (Federal) + \$1,300,000 (Other) = \$1,300,000 (Total) | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Update OTP and funding source | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Remove from 2030 scenario | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 428 | State ID: | 5-80210.00 |
| County: | Oldham | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 146 | Funding Source: | Surface- Transportation Block- Grant Flex Funding- (STPF) State Construction Funds (SPP) | Open to Public Date: | 2028 2032 |
| Total Estimated Project Cost: | \$20,510,000 | | Total Cost Programmed in TIP to date: | \$240,000 | |
| Description: | Improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. Includes consideration of a four lane widening and bike/ped accommodations. IP20080251. | | | | |
| Justification: | The purpose of this project is to improve safety and reduce congestion on KY 146 (LaGrange Road) from KY 329B (KY 329 Bypass) to KY 393. This project is needed because there are sections of KY 146 from KY 329B (KY 329 Bypass) to KY 393 that has inadequate capacity and is frequently congested during peak hours. With planned development in Oldham County, this area is expected to grow and this segment is expected to carry approximately 36,000 vehicles by the year 2030, greatly increasing congestion and the potential for crashes (OCMTP, 2003). | | | | |
| FY 23-26 TIP Funding: | FY 2024 Planning (P) phase with STPF funds: \$192,000 (Federal) + \$48,000 (Other) = \$240,000 (Total) FY 2025 Planning (P) phase with STPF funds: \$0 (Federal) + \$240,000 (Other) = \$240,000 (Total) | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Update TIP funding | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Add to 2035, 2040 & 2050 scenarios | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 418 | State ID: | 5-80209.00 |
| County: | Oldham | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 53 / I-71 to Zhale Smith Road | Funding Source: | Surface Transportation Block Grant Flex Funding (STPF) | Open to Public Date: | 2030 |
| Total Estimated Project Cost: | \$20,170,000 | | Total Cost Programmed in TIP to date: | \$20,170,000 | |
| Description: | Improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. Includes consideration of a five lane widening and bike/ped accommodations. (2022CCN) IP20080250 | | | | |
| Justification: | The purpose of this project is to improve safety and reduce congestion on KY 53 from I-71 to Zhale Smith Road. This project is needed because there are a high amount of crashes and continued development in this area (and south along KY 53) is anticipated, adding to future potential congestion issues on KY 53 from I-71 to Zhale Smith Road. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Design (D) phase with STPF funds: \$1,280,000 (Federal) + \$320,000 (Other) = \$1,600,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with STPF funds: \$656,000 (Federal) + \$164,000 (Other) = \$820,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STPF funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</p> <p>*FY 2027 Construction (C) phase with STPF funds: \$13,920,000 (Federal) + \$3,480,000 (Other) = \$17,400,000 (Total)</p> <p>FY 2025 Design (D) phase with STPF funds: \$1,280,000 (Federal) + \$320,000 (Other) = \$1,600,000 (Total)</p> <p>*FY 2027 Right of Way (ROW) phase with STPF funds: \$656,000 (Federal) + \$164,000 (Other) = \$820,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with STPF funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total)</p> <p>*FY 2030 Construction (C) phase with STPF funds: \$13,920,000 (Federal) + \$3,480,000 (Other) = \$17,400,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add existing MTP project to the TIP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to model | |
| Project Sponsor: | Louisville Metro Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 411 | State ID: | 5-80304.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1531 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2040 |
| Total Estimated Project Cost: | \$35,000,000 | | Total Cost Programmed in TIP to date: | \$1,640,000 | |
| Description: | Reconstruct KY 1531 (Johnson Road) as a 2 lane road (no additional lanes) with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road. | | | | |
| Justification: | Johnson Road and its surrounding roads of Aiken Road and Shelbyville Road have been several subdivisions/growth within the last few years. With the added traffic along Johnson Road, the better alignment in various locations along and added shoulders will increase safety amount the traveling public. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$930,000 (Other) = \$930,000 (Total)</p> <p>*FY 2027 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$470,000 (Other) = \$470,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with SPP funds: \$0 (Federal) + \$240,000 (Other) = \$240,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Update OTP and phase shift | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Remove from the 2030 scenario | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 436 | State ID: | 5-80203.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1065 | Funding Source: | Surface Transportation Block Grant (STBG) - State | Open to Public Date: | 2030 2032 |
| Total Estimated Project Cost: | \$35,430,000 | | Total Cost Programmed in TIP to date: | \$8,430,000 | |
| Description: | The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor. | | | | |
| Justification: | Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211. | | | | |
| FY 23-26 TIP Funding: | <p>FY24 Planning (P) phase with STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY24 Design phase with STBG-State funds: \$1,744,000 (Federal) + \$436,000 (Other) = \$2,180,000 (Total)</p> <p>FY26 Design (D) phase with STBG-State funds: \$1,744,000 (Federal) + \$436,000 (Other) = \$2,180,000 (Total)</p> <p>FY25 ROW phase with STBG-State funds: \$2,616,000 (Federal) + \$654,000 (Other) = \$3,270,000 (Total)</p> <p>*FY28 Right of Way (ROW) phase with STBG-State funds: \$2,616,000 (Federal) + \$654,000 (Other) = \$3,270,000 (Total)</p> <p>FY26 Utilities phase with State funds: \$0 (Federal) + \$2,730,000 (Other) = \$2,730,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | Remove from 2030 scenario | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 2918 | State ID: | 5-80103.00 |
| County | Bullitt | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 44 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2029 2031 |
| Total Estimated Project Cost: | \$28,200,000 | | Total Cost Programmed in TIP to date: | \$7,000,000 \$28,200,000 | |
| Description: | Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane. | | | | |
| Justification: | The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic. | | | | |
| FY 20-25 TIP Funding: | <p>FY 2023 Design phase with SPP funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total)</p> <p>FY 2025 Right of Way phase with SPP funds: \$0 (Federal) + \$4,700,000 (Other) = \$4,700,000 (Total)</p> <p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total)</p> <p>*FY 2027 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$4,700,000 (Other) = \$4,700,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with SPP funds: \$0 (Federal) + \$6,600,000 (Other) = \$6,600,000 (Total)</p> <p>*FY 2029 Construction (C) phase with SPP funds: \$0 (Federal) + \$14,600,000 (Other) = \$14,600,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add existing MTP project to the TIP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 453 | State ID: | 5-80303.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 1065 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2026 2031 |
| Total Estimated Project Cost: | \$2,075,000 | | Total Cost Programmed in TIP to date: | \$680,000 | |
| Description: | Improve safety and reduce congestion at the KY 1065 and KY 61 intersection. Project will consider adding a right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway). CHAF IP20080120. | | | | |
| Justification: | The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. There is currently insufficient right turn capacity on westbound Outer Loop approaching KY 61. The intersection has had a total of 98 crashes between 5/1/2011 and 4/30/2016, including 44 injuries and one fatality. The highest crash types are angle (44) and real end (43). It is ranked the #5 for crash amount in Jefferson County. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2026 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)</p> <p>*FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$240,000 (Other) = \$240,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$240,000 (Other) = \$240,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project | | | | |
| TIP Action: | Remove from group projects, update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3092 | State ID: | 5-22069.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 | Funding Source: | National Highway System Funds for Pavement Management (NHPM) | Open to Public Date: | 2026 2029 |
| Total Estimated Project Cost: | \$11,589,600 \$80,000,000 | | Total Cost Programmed in TIP to date: | \$11,589,600 \$80,000,000 | |
| Description: | Address condition of I-65 from milepoint 123.18 to milepoint 127.57 (2022CCR). | | | | |
| Justification: | Maintenance of the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Design (D) phase with NHPM funds: \$842,880 (Federal) + \$210,720 (Other) = \$1,053,600 (Total)</p> <p>FY 2026 Design (D) phase with NHPM funds: \$6,400,000 (Federal) + \$1,600,000 (Other) = \$8,000,000 (Total)</p> <p>FY 2024 Construction (C) phase with NHPM funds: \$8,428,800 (Federal) + \$2,107,200 (Other) = \$10,536,000 (Total)</p> <p>FY 2026 Construction (C) phase with NHPM funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</p> <p>*FY 2027 Construction (C) phase with NHPM funds: \$41,600,000 (Federal) + \$10,400,000 (Other) = \$52,000,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Add existing MTP project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 2148 | State ID: | 5-8205.001 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 2053 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2032 |
| Total Estimated Project Cost: | \$28,375,000 | | Total Cost Programmed in TIP to date: | \$20,800,000 \$22,550,000 | |
| Description: | CHAF: Improve Mt. Washington Road from Preston Highway to Penn Run Creek Bridge. (10CCN)(12CCR). Same as 5-8611.00 Section 1 - Current project design is 3-lane widening with two way center turn lane. CHAF ID: IP20150290. | | | | |
| Justification: | CHAF Purpose: The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, and 3) Air quality. CHAF Need: The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types. | | | | |
| FY 23-26 TIP Funding: | <p>*FY 2011 Design (D) phase with SPP funds: \$0 (Federal) + \$1,550,000 (Other) = \$1,550,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</p> <p>*FY 2027 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$2,500,000 (Other) = \$2,500,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with SPP funds: \$0 (Federal) + \$7,200,000 (Other) = \$7,200,000 (Total)</p> <p>*FY 2029 Construction (C) phase with SPP funds: \$0 (Federal) + \$10,300,000 (Other) = \$10,300,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add existing MTP project | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 412 | State ID: | 5-80310 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | KY 22 | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2031 |
| Total Estimated Project Cost: | \$5,600,000 | | Total Cost Programmed in TIP to date: | \$5,600,000 | |
| Description: | Improve safety and reduce congestion on KY 22 from just east of Murphy Lane to Haunz Lane. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities. CHAF IP20110072. | | | | |
| Justification: | The purpose of this project is to Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$600,000 (Other) = \$600,000 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$400,000 (Other) = \$400,000 (Total)</p> <p>FY 2025 Utilities (U) phase with SPP funds: \$0 (Federal) + \$600,000 (Other) = \$600,000 (Total)</p> <p>*FY 2027 Construction (C) phase with SPP funds: \$0 (Federal) + \$4,000,000 (Other) = \$4,000,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project | | | | |
| TIP Action: | Remove from group projects, update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3112 | State ID: | 5-10065.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 Bridge at US 60A (Eastern Parkway) | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public Date: | 2026 2030 |
| Total Estimated Project Cost: | \$10,625,000 \$26,774,000 | | Total Cost Programmed in TIP to date: | \$10,625,000 \$26,774,000 | |
| Description: | Bridge project in Jefferson County on (056B00180N) I-65 at US 60A (Eastern Parkway) (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds:- \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds:- \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds:- \$8,400,000 (Federal) + \$2,100,000 (Other) = \$10,500,000 (Total)</p> <p>*FY 2027 Design (D) phase with BRO funds: \$1,947,200 (Federal) + \$486,800 (Other) = \$2,434,000 (Total)</p> <p>*FY 2028 Construction (C) phase with BRO funds: \$19,472,000 (Federal) + \$4,868,000 (Other) = \$24,340,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project to MTP | | | | |
| TIP Action: | Update TIP funding, OTP and remove Group ID | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3114 | State ID: | 5-10067.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 Bridge at St Catherine St | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public Date: | 2026 2029 |
| Total Estimated Project Cost: | \$7,125,000 \$15,064,000 | | Total Cost Programmed in TIP to date: | \$7,125,000 \$15,064,000 | |
| Description: | Bridge project in Jefferson County on (056B00184N) I-65 at St Catherine St (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$5,600,000 (Federal) + \$1,400,000 (Other) = \$7,000,000 (Total)</p> <p>FY 2025 Design (D) phase with BRO funds: \$1,095,200 (Federal) + \$273,800 (Other) = \$1,369,000 (Total)</p> <p>*FY 2027 Construction (C) phase with BRO funds: \$10,956,000 (Federal) + \$2,739,000 (Other) = \$13,695,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3115 | State ID: | 5-10068.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 Bridge at Jacob, Broadway, Gray St | Funding Source: | Bridge Replacement - On System (BRO) & Federal Bridge Program (FBP) | Open to Public Date: | 2026 2032 |
| Total Estimated Project Cost: | \$63,150,000 \$116,742,000 | | Total Cost Programmed in TIP to date: | \$63,150,000 \$51,762,000 | |
| Description: | Bridge project in Jefferson County on (056B00191N) I-65 AT Jacob, Broadway, Gray St (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$50,400,000 (Federal) + \$12,600,000 (Other) = \$63,000,000 (Total)</p> <p>*FY 2027 Design (D) phase with BRO funds: \$8,489,600 (Federal) + \$2,122,400 (Other) = \$10,612,000 (Total)</p> <p>*FY 2027 Construction (C) phase with FBP funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>*FY 2028 Construction (C) phase with FBP funds: \$20,800,000 (Federal) + \$5,200,000 (Other) = \$26,000,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3117 | State ID: | 5-10069.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 Bridge at E Chestnut St | Funding Source: | Bridge Replacement - On System (BRO) & Federal Bridge Program (FBP) | Open to Public Date: | 2026 2030 |
| Total Estimated Project Cost: | \$20,125,000 \$39,350,000 | | Total Cost Programmed in TIP to date: | \$20,125,000 \$39,350,000 | |
| Description: | Bridge project in Jefferson County on (056B00192N) I-65 at E Chestnut St (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$16,000,000 (Federal) + \$4,000,000 (Other) = \$20,000,000 (Total)</p> <p>*FY 2028 Design (D) phase with FBP funds: \$1,430,400 (Federal) + \$357,600 (Other) = \$1,788,000 (Total)</p> <p>*FY 2028 Design (D) phase with BRO funds: \$1,430,400 (Federal) + \$357,600 (Other) = \$1,788,000 (Total)</p> <p>*FY 2028 Construction (C) phase with BRO funds: \$14,309,600 (Federal) + \$3,577,400 (Other) = \$17,887,000 (Total)</p> <p>*FY 2028 Construction (C) phase with FBP funds: \$14,309,600 (Federal) + \$3,577,400 (Other) = \$17,887,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project to MTP | | | | |
| TIP Action: | Update TIP funding, OTP and remove Group ID | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3119 | State ID: | 5-10071.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 Bridge at Phillips Ln | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public Date: | 2026 2029 |
| Total Estimated Project Cost: | \$7,925,000 \$16,414,000 | | Total Cost Programmed in TIP to date: | \$7,925,000 \$16,414,000 | |
| Description: | Bridge project in Jefferson County on (O56B00209N) I-65 at Phillips Ln (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds:- \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds:- \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds:- \$6,240,000 (Federal) + \$1,560,000 (Other) = \$7,800,000 (Total)</p> <p>*FY 2027 Design (D) phase with BRO funds: \$1,969,600 (Federal) + \$492,400 (Other) = \$2,462,000 (Total)</p> <p>*FY 2028 Construction (C) phase with BRO funds: \$11,161,600 (Federal) + \$2,790,400 (Other) = \$13,952,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project to MTP | | | | |
| TIP Action: | Update TIP funding, OTP and remove Group ID | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3120 | State ID: | 5-10072.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 Bridge at Manning Rd | Funding Source: | Bridge Replacement - On System (BRO) & Federal Bridge Program Second Tier (FBP2) | Open to Public Date: | 2026 2030 |
| Total Estimated Project Cost: | \$7,625,000 \$14,919,000 | | Total Cost Programmed in TIP to date: | \$7,625,000 \$14,919,000 | |
| Description: | Bridge project in Jefferson County on (056B00210N) I-65 at Manning Rd (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$6,000,000 (Federal) + \$1,500,000 (Other) = \$7,500,000 (Total)</p> <p>*FY 2028 Design (D) phase with FBP funds: \$1,084,800 (Federal) + \$271,200 (Other) = \$1,356,000 (Total)</p> <p>*FY 2028 Construction (C) phase with FBP2 funds: \$10,850,400 (Federal) + \$2,712,600 (Other) = \$13,563,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add existing TIP project to MTP | | | | |
| TIP Action: | Update TIP funding, OTP and remove Group ID | | | | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3123 | State ID: | 5-10073.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | 2675 |
| Project Name: | I-65 Bridge at KFEC Gate 6 | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public Date: | 2026 2030 |
| Total Estimated Project Cost: | \$7,625,000 \$14,250,000 | | Total Cost Programmed in TIP to date: | \$7,625,000 \$14,250,000 | |
| Description: | Bridge project in Jefferson County on (056B00211N) I-65 at KFEC Gate 6 (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Right of Way phase with BRO funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total) FY 2024 Utilities phase with BRO funds: \$60,000 (Federal) + \$15,000 (Other) = \$75,000 (Total) FY 2024 Construction phase with BRO funds: \$6,000,000 (Federal) + \$1,500,000 (Other) = \$7,500,000 (Total) *FY 2028 Design (D) phase with BRO funds: \$1,038,400 (Federal) + \$259,600 (Other) = \$1,298,000 (Total) *FY 2028 Construction (C) phase with BRO funds: \$10,361,600 (Federal) + \$2,590,400 (Other) = \$12,952,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3195 | State ID: | 5-10064.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 Bridge at Hill, CSX RR & Burnett | Funding Source: | Bridge Replacement - On System (BRO) & Federal Bridge Program (FBP) | Open to Public Date: | 2026 2028 |
| Total Estimated Project Cost: | \$24,200,000 \$52,892,742 | | Total Cost Programmed in TIP to date: | \$24,200,000 \$52,892,742 | |
| Description: | Bridge project in Jefferson County on (056B00179N) I-65 at Hill, CSX RR & Burnett. (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</p> <p>FY 2025 Design (D) phase with FBP funds: \$1,923,373 (Federal) + \$480,843 (Other) = \$2,404,216 (Total)</p> <p>FY 2026 Design (D) phase with FBP funds: \$1,923,373 (Federal) + \$480,843 (Other) = \$2,404,216 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$18,400,000 (Federal) + \$4,600,000 (Other) = \$23,000,000 (Total)</p> <p>FY 2026 Construction (C) phase with FBP funds: \$19,233,723 (Federal) + \$4,808,431 (Other) = \$24,042,155 (Total)</p> <p>FY 2026 Construction (C) phase with BRO funds: \$19,233,723 (Federal) + \$4,808,431 (Other) = \$24,042,155 (Total)</p> | | | | |

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| MTP Action: | Update total estimated project cost | | | | |
| TIP Action: | Update TIP funding and OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Kentucky Transportation Cabinet (KYTC) | KIPDA ID: | 3196 | State ID: | 5-10066 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | I-65 Bridge at E Kentucky & S Brook St | Funding Source: | Bridge Replacement - On System (BRO) | Open to Public Date: | 2026 2028 |
| Total Estimated Project Cost: | \$35,870,000 \$78,717,396 | | Total Cost Programmed in TIP to date: | \$35,870,000 \$78,717,396 | |
| Description: | Bridge project in Jefferson County on (056B00183N) I-65 at East Kentucky & South Brook Street. (Potential CMGC Delivery Project) | | | | |
| Justification: | Increase safety for all users. Maintain the existing transportation network in a state of good repair. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Right of Way phase with BRO funds: \$376,000 (Federal) + \$94,000 (Other) = \$470,000 (Total)</p> <p>FY 2024 Utilities phase with BRO funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total)</p> <p>FY 2024 Construction phase with BRO funds: \$28,000,000 (Federal) + \$7,000,000 (Other) = \$35,000,000 (Total)</p> <p>FY 2025 Design (D) phase with BRO funds: \$2,862,451 (Federal) + \$715,613 (Other) = \$3,578,064 (Total)</p> <p>FY 2025 Design (D) phase with FBP funds: \$2,862,451 (Federal) + \$715,613 (Other) = \$3,578,064 (Total)</p> <p>FY 2025 Construction phase with BRO funds: \$28,624,507 (Federal) + \$7,156,127 (Other) = \$35,780,634 (Total)</p> <p>FY 2026 Construction phase with FBP funds: \$28,624,507 (Federal) + \$7,156,127 (Other) = \$35,780,634 (Total)</p> | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Phase shift and OTP | | | | |
| Exempt/Non Exempt: | Non-Exempt | | Model Impact: | Remove from 2025 scenario | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 163 | State ID: | 05-91.02 |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | River Road | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public Date: | 2025 2026 |
| Total Estimated Project Cost: | \$34,762,894 | | Total Cost Programmed in TIP to date: | \$34,762,894 | |
| Description: | Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes and shared use path. Project length is 1.5 miles. | | | | |
| Justification: | This project will improve access to downtown Louisville and the waterfront. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Utilities phase with STBG-MPO funds: \$2,800,000 (Federal) + \$700,000 (Other) = \$3,500,000 (Total)</p> <p>FY 2024 Construction phase with STBG-State funds: \$4,784,907 (Federal) + \$1,196,227 (Other) = \$5,981,134 (Total)</p> <p>FY 2024 Construction phase with STBG-MPO funds: \$14,929,715 (Federal) + \$3,352,000 (Other) = \$18,281,715 (Total)</p> <p>FY 2025 Construction phase with STBG-State funds: \$4,784,907 (Federal) + \$1,196,227 (Other) = \$5,981,134 (Total)</p> <p>FY 2025 Construction phase with STBG-MPO funds: \$14,929,715 (Federal) + \$3,352,000 (Other) = \$18,281,715 (Total)</p> | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Phase shift and OTP | | | | |
| Exempt/Non Exempt: | Non-Exempt | | Model Impact: | Remove from 2025 scenario | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 1338 | State ID: | 5-512.00 |
| County | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | River Road Extension | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public Date: | 2025 2026 |
| Total Estimated Project Cost: | \$14,468,150 | | Total Cost Programmed in TIP to date: | \$14,468,150 | |
| Description: | Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section. | | | | |
| Justification: | Project will extend roadway corridor. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Construction phase with STBG-MPO funds: \$9,600,000 (Federal) + \$2,400,000 (Other) = \$12,000,000 (Total) FY 2026 Construction phase with STBG-MPO funds: \$9,600,000 (Federal) + \$2,400,000 (Other) = \$12,000,000 (Total) | | | | |
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| MTP Action: | N/A | | | | |
| TIP Action: | Combine FY24 U with FY25 C Funds, update OTP | | | | |
| Exempt/Non Exempt: | Non-Exempt | | Model Impact: | Remove from 2025 Scenario | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 3233 | State ID: | 05-479.10 |
| County: | Jefferson | Parent ID: | 384 | Group ID: | N/A |
| Project Name: | North Hubbards Lane | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public Date: | 2025 2026 |
| Total Estimated Project Cost: | \$5,611,987 | | Total Cost Programmed in TIP to date: | \$5,611,987 | |
| Description: | Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) including bicycle and pedestrian facilities from US 60 (Shelbyville Road) to KY 1447 (Westport Road). | | | | |
| Justification: | Hubbards Lane is a heavily traveled collector which passes through residential development between US 60 and US 42. | | | | |
| FY 23-26 TIP Funding: | FY2023 Design phase with Local funds: \$0 (Federal) + \$110,000 (Other) = \$110,000 (Total) FY2024 Utilities phase with STBG-MPO funds: \$749,589 (Federal) + \$187,398 (Other) = \$936,987 (Total) FY 2025 Construction phase with STBG-MPO funds: \$3,740,000 (Federal) + \$825,000 (Other) = \$4,565,000 (Total) FY 2025 Construction phase with STBG-MPO funds: \$4,489,589 (Federal) + \$1,012,398 (Other) = \$5,501,987 (Total) | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Phase shifts and update OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | Remove from 2025 scenario | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 381 | State ID: | 5-8001.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Buechel Bank Road | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO), Community Project Funds (CPF) & High Growth County (HGC) | Open to Public Date: | 2025 2026 |
| Total Estimated Project Cost: | \$15,967,000 \$20,681,250 | | Total Cost Programmed in TIP to date: | \$15,381,250 \$20,681,250 | |
| Description: | Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles. | | | | |
| Justification: | This project will reduce traffic congestion. | | | | |
| FY 23-26 TIP Funding: | <div><div><div>FY 2024 Utilities phase with CPF funds:</div><div>\$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</div></div><div><div>FY 2025 Utilities phase with CPF funds:</div><div>\$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)</div></div><div><div>FY 2025 Utilities phase with HGC funds:</div><div>\$0 (Federal) + \$800,000 (Other) = \$800,000 (Total)</div></div><div><div>FY 2024 Construction phase with STBG-MPO funds:</div><div>\$6,005,000 (Federal) + \$1,501,250 (Other) = \$7,506,250 (Total)</div></div><div><div>FY 2025 Construction phase with STBG-MPO funds:</div><div>\$6,005,000 (Federal) + \$1,501,250 (Other) = \$7,506,250 (Total)</div></div><div><div>FY 2025 Construction phase with HGC funds:</div><div>\$0 (Federal) + \$4,500,000 (Other) = \$4,500,000 (Total)</div></div></div> | | | | |
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| MTP Action: | Update Project Name and Description | | | | |
| TIP Action: | N/A | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 867 | State ID: | |
| County: | Jefferson, Floyd | Parent ID: | N/A | Group ID: | NEW |
| Project Name: | K&I Railroad Bridge Ohio River Bike/Ped Connection | Funding Source: | Congestion Mitigation Air Quality - MPO (CMAQ-MPO) | Open to Public Date: | 2040 |
| Total Estimated Project Cost: | \$30,000,000 | | Total Cost Programmed in TIP to date: | \$312,500 | |
| Description: | Conversion of the K&I Railroad Bridge into a new shared-use path across the Ohio River. Create a new shared-use path connection across the Ohio River via retrofitting existing facilities or creating a new facility. | | | | |
| Justification: | This project will provide connectivity for bicyclists and pedestrians across a significant barrier between the Louisville Loop on the Kentucky side and the Ohio River Greenway on the Indiana side. This will close the western part of the loop of shared-use path on both sides of the river, the eastern part being the Big Four Bridge. | | | | |
| FY 23-26 TIP Funding: | N/A | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | N/A | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | NEW | State ID: | N/A |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | 4th Street Redesign | Funding Source: | | Open to Public Date: | 2045 |
| Total Estimated Project Cost: | \$45,000,000 | | Total Cost Programmed in TIP to date: | \$0 | |
| Description: | Transform 4th Street from Liberty Street to the Ohio River into a prominent connector between the city center and the waterfront. The project will create a reimagined version of 4th Street focused on placemaking, landscaping and non-vehicular activity. It will provide a direct connection from downtown to the waterfront that is functional and attractive for users. | | | | |
| Justification: | Improve safety and comfort along 4th street for non-vehicular users by re-allocating space and adding substantial landscaping, lighting, and other place-making components. The project will develop this section of 4th Street into a place that safely connects people between the city and the river. | | | | |
| FY 23-26 TIP Funding: | N/A | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add existing MTP project to the TIP | | | | |
| Exempt/Non Exempt: | Non-exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 289 | State ID: | 5-80306 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Grade Lane | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2035 |
| Total Estimated Project Cost: | \$26,000,000 | | Total Cost Programmed in TIP to date: | \$2,385,000 | |
| Description: | Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). Includes pedestrian and bicycle accommodations. | | | | |
| Justification: | This project will improve access to the Louisville International Airport and industrial development. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2026 Planning (P) phase with SPP funds: \$0 (Federal) + \$185,000 (Other) = \$185,000 (Total)</p> <p>*FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$1,200,000 (Other) = \$1,200,000 (Total)</p> <p>*FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$700,000 (Other) = \$700,000 (Total)</p> <p>*FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$300,000 (Other) = \$300,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | None | | | | |
| TIP Action: | Add existing MTP project to the TIP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 249 | State ID: | 5-80331 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Arnoldtown Road | Funding Source: | State Construction Funds (SPP) | Open to Public Date: | 2045 |
| Total Estimated Project Cost: | \$6,900,000 | | Total Cost Programmed in TIP to date: | \$2,420,000 | |
| Description: | Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (Saint Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook and Hardwood Forest. Add sidewalks on both sides of Arnoldtown Road for the length of the project. | | | | |
| Justification: | The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders and will increase safety for drivers. This roadway has had approximately 180 crashes between January 1st, 2013 and December 31, 2017 with two fatalities. The project will also increase pedestrian safety and accessibility with the addition of sidewalks where they do not currently exist. | | | | |
| FY 23-26 TIP Funding: | <p>*FY 2027 Planning (P) phase with SPP funds: \$0 (Federal) + \$250,000 (Other) = \$250,000 (Total)</p> <p>*FY 2028 Design (D) phase with SPP funds: \$0 (Federal) + \$2,170,000 (Other) = \$2,170,000 (Total)</p> | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Update Total Estimated Project Cost | | | | |
| TIP Action: | Add TIP funding | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | 2064 | State ID: | 5-8703.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | East Market Street Streetscape Improvements | Funding Source: | Surface Transportation Block Grant - MPO (STBG-MPO) | Open to Public Date: | 2024 |
| Total Estimated Project Cost: | \$14,200,000 \$16,700,000 | | Total Cost Programmed in TIP to date: | \$14,200,000 \$16,700,000 | |
| Description: | Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Baxter Avenue. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. Project length 0.96 miles. | | | | |
| Justification: | This project is for the design and construction documents of the improvements East Market Street from Brook Street and Baxter Avenue. Streetscape improvements should transform the vehicular and pedestrian spaces into attractive urban space that can serve cars, bikes and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses. | | | | |
| FY 23-26 TIP Funding: | FY 2024 Construction (C) phase with STBG-MPO funds: \$8,700,000 (Federal) + \$2,500,000 (Other) = \$11,200,000 (Total) FY 2024 Construction (C) phase with SPP funds: \$0 (Federal) + \$2,500,000 (Other) = \$2,500,000 (Total) | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | N/A | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | NEW | State ID: | |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Belvedere Transformation | Funding Source: | | Open to Public Date: | 2045 |
| Total Estimated Project Cost: | \$125,000,000 | | Total Cost Programmed in TIP to date: | \$0 | |
| Description: | Complete redevelopment of the Belvedere including access from all points. The project will include gateway entries, wayfinding, landscaping, lighting, and various other components. | | | | |
| Justification: | Provide a safe connection to the waterfront via a community space. The project will provide safe, non-vehicular connections to the Ohio River from multiple points of the existing transportation network. | | | | |
| FY 23-26 TIP Funding: | N/A | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | NEW | State ID: | 5-80355 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Eastern Parkway - Bardstown Rd to Cherokee Park | Funding Source: | State Priority Project (SPP) | Open to Public Date: | 2027 |
| Total Estimated Project Cost: | \$8,310,000 | | Total Cost Programmed in TIP to date: | \$8,310,000 | |
| Description: | Design and Construction of the recommendations for Zone A (from Bardstown Road to Cherokee Park entrance) in the Eastern Parkway Transportation Study. Improve mobility for nonmotorized travel for pedestrians, bicyclists, and transit users. | | | | |
| Justification: | Improved bicycle and pedestrian access and safety between commercial corridor and Cherokee Park along Eastern Parkway, US 60A. | | | | |
| FY 23-26 TIP Funding: | FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$1,080,000 (Other) = \$1,080,000 (Total) *FY 2027 Utilities (U) phase with SPP funds: \$0 (Federal) + \$450,000 (Other) = \$450,000 (Total) *FY 2027 Construction (C) phase with SPP funds: \$0 (Federal) + \$6,780,000 (Other) = \$6,780,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |

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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Louisville Metro | KIPDA ID: | NEW | State ID: | 5-80356 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Eastern Parkways - Hahn St to Concord Dr | Funding Source: | State Priority Project (SPP) | Open to Public Date: | 2029 |
| Total Estimated Project Cost: | \$7,630,000 | | Total Cost Programmed in TIP to date: | \$1,530,000 | |
| Description: | Design and Construction of the recommendations for Zone G (from Hahn Street to Concord Drive) in the Eastern Parkway Transportation Study. Improve mobility for nonmotorized travel for pedestrians, bicyclists, and transit users. | | | | |
| Justification: | Improve mobility for all street users, especially pedestrians, bicyclists, and transit users | | | | |
| FY 23-26 TIP Funding: | *FY 2027 Design (D) phase with SPP funds: \$0 (Federal) + \$990,000 (Other) = \$990,000 (Total) *FY 2028 Right of Way (ROW) phase with SPP funds: \$0 (Federal) + \$130,000 (Other) = \$130,000 (Total) *FY 2028 Utilities (U) phase with SPP funds: \$0 (Federal) + \$410,000 (Other) = \$410,000 (Total) | | | | |
| *Funds programmed in fiscal years outside of the current 2023-2026 TIP years | | | | | |
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| MTP Action: | Add new project | | | | |
| TIP Action: | Add new project | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | No change to the model | |
| Project Sponsor: | Transit Authority of River City (TARC) | KIPDA ID: | NEW | State ID: | |
| County: | Clark, Floyd, Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | Purchase Three (3) Extended Range Electric Buses | Funding Source: | Section 5339(b) | Open to Public Date: | 2026 |
| Total Estimated Project Cost: | \$4,300,250 | | Total Cost Programmed in TIP to date: | \$4,300,250 | |
| Description: | TARC will replace three (3) diesel buses that are past their useful life with three (3) new 40' extended range electric buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and becoming more sustainable. | | | | |
| Justification: | With each diesel bus replaced with a battery-electric bus, TARC expects to save approximately 11,000 gallons of diesel fuel each year. In addition, over the lifetime of the new zero-emission buses, they will avoid emitting over 2,140 short tons of emmissions (based on calculations using the Argonne National Lab's HDVEC emissions calculation tool). | | | | |
| FY 23-26 TIP Funding: | FY 2025 Transit Capital phase with 5339(b) funds: \$3,643,825 (Federal) + \$656,425 (Other) = \$4,300,250 (Total) | | | | |
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| MTP Action: | None | | | | |
| TIP Action: | Phase shift and update OTP | | | | |
| Exempt/Non Exempt: | Exempt | | Model Impact: | Remove from 2025 Scenario | |
| Project Sponsor: | University of Louisville | KIPDA ID: | 2982 | State ID: | 5-581.00 |
| County: | Jefferson | Parent ID: | N/A | Group ID: | N/A |
| Project Name: | 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements | Funding Source: | Surface Transportation Block Grant (STBG) - MPO | Open to Public Date: | 2024 2026 |
| Total Estimated Project Cost: | \$5,681,850 | | Total Cost Programmed in TIP to date: | \$5,681,850 | |
| Description: | Improve vehicular safety and traffic flow along 2nd (KY 1020 NB) and 3rd Streets (KY 1020 SB) at the Museum Drive intersection and improve pedestrian connectivity and safety at the intersection and along West Brandeis Avenue (CS 2377F) between 3rd and 4th streets. | | | | |
| Justification: | Relieve congestion and improve pedestrian safety and connectivity. | | | | |
| FY 23-26 TIP Funding: | <p>FY 2024 Design phase with STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)</p> <p>FY 2024 Utilities phase with STBG-MPO funds: \$57,280 (Federal) + \$14,320 (Other) = \$71,600 (Total)</p> <p>FY 2024 Construction phase with STBG-MPO funds: \$4,008,000 (Federal) + \$1,002,000 (Other) = \$5,010,000 (Total)</p> <p>FY 2025 Design phase with STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)</p> <p>FY 2026 Utilities phase with STBG-MPO funds: \$57,280 (Federal) + \$14,320 (Other) = \$71,600 (Total)</p> <p>FY 2026 Construction phase with STBG-MPO funds: \$4,008,000 (Federal) + \$1,002,000 (Other) = \$5,010,000 (Total)</p> | | | | |

AIR QUALITY CONFORMITY

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties, 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, monitoring data has indicated that the design value is sufficiently low for the local area to be redesignated as attaining the 2015 8-hour ozone standard. The air quality agencies responsible for the area have taken steps toward this redesignation. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of the U.S. EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been deemed 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, the EPA proposed redesignating 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 1997 and 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.

Because the redesignation requests by the air quality agencies in Indiana and Kentucky are in different states of approval, it is necessary to use different emission budgets to determine whether each set of counties has passed conformity. Since Region 5 of US EPA has approved Indiana's redesignation request, the allowed emissions for the 2019 base year and the 2035 emission budgets for the 2015 Ozone standard are used for the Indiana counties of Clark and Floyd. Since Region 4 of US EPA has not yet approved Kentucky's redesignation request, the 2020 emission budgets for the 1997 Ozone standard are used for the Kentucky counties of Bullitt, Jefferson, and Oldham.

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 13, 2025. A total of 26 participants, representing eight federal, state, regional, and local agencies participated in the IAC Conference Call. The list of participants included:

Participants:

EPA – Simone Jarvis, Tony Maietta, Sunday Gotvald, Diana Myers, Neena Nallaballi
 FHWA – Nick Vail, La’Kesha Stewart, Tonya Higdon
 KYTC – Tom Hall, Isidro Delgado, Larry Chaney
 INDOT – Julie Feltner, Hayley Thomas
 LMAPCD – Matt King, Rachel Hamilton
 KYDAQ – Blake Borwig, Claire Oyler, Kevin Davis
 IDEM – Shawn Seals
 KIPDA – Spencer Williams, Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe,
 Randy Simon, Elijah Beliles, Andy Rush

Project Discussion:

Chris Nicolas provided a summary of background information regarding Amendment 8 and provided a brief outline of the meeting agenda. Nicolas stated that Amendment 8 is planned to be the last amendment of the FY23-FY26 TIP. Nicolas highlighted the key steps and schedule of processing Amendment 8.

Chris Nicolas proceeded to describe all the projects listed in the Amendment. She explained the requested project changes and the reason why the various projects needed to be included in Amendment 8. She also explained that project phases listed with an asterisk represent funding outside of the current TIP years.

Tony Maietta asked KIPDA staff if the Memphis Blue Lick Road project will include any capacity expansion. Ms. Nicolas stated that she would follow up with the project sponsor to confirm. Andy Rush stated that it was his belief that no capacity expansion was anticipated for the Memphis Blue Lick Road project. Mr. Maietta also asked if Bridge 38 (Baylor Wissman) included capacity expansion. Mr. Rush confirmed that this project did not include capacity expansion as the lane expansion mentioned in the project description merely was to allow vehicles from opposite directions to cross over the bridge at the same time.

It was noted that the “model impact” box was accidentally left blank on the East Market Street project. Ms. Nicolas committed to fixing the error after the meeting. Mr. Rush explained where the Belvedere project was located and why it could be considered a transportation project.

Chris Nicolas proceeded to share the details regarding the KYTC projects in Amendment 8. Nick Vail pointed out an error in the project justification for the Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor – Priority Segments project. I-64 was listed as “I-643”. Ms.

Nicolas committed to fixing that error after the meeting. Andy Rush assured Mr. Vail that additional funding for this project would be represented in the TIP at the next available opportunity, likely via an administrative modification.

Simone Jarvis asked for more information regarding the lane length of KY 155. Nick Vail and Larry Chaney suggested that this project should be considered non-exempt and included in the KIPDA model due to the length of turning lane addition. Mr. Rush explained that KY 155 needs to be removed from the 2030 model scenario. Mr. Rush ensured the project will be changed to non-exempt and included in 2035 and later scenarios.

A meeting participant asked for more information regarding the widening of KY 1819 listed in the project description of KY 1819 from Bluegrass Parkway to Plantside Drive. Nick Vail asked if the project could be considered non-exempt since the expansion of the turn lane is right at a mile. Mr. Vail said he would be fine to leave the final judgement of exempt vs non-exempt to KIPDA staff.

Larry Chaney explained the need and intent of the road expansion project on US 31E. Andy Rush explained that the KY-146 project was one of many projects prioritized by the state to add turn lanes at schools to alleviate congestion during pick up and drop off periods. Nick Vail asked for further clarification on what the project description entails for the KY 1747 project. Mr. Chaney provided a summary of the project for Mr. Vail.

Randy Simon explained that KY 841 has no model impact because the project cannot be modelled. It was determined by Mr. Simon, Mr. Rush, and Mr. Chaney that the project had no impact on the model. The group also determined that KY 841 should be considered an exempt project.

Andy Rush asked if KY 1865 was a road diet project. Randy Simon confirmed the project is a road diet project. Tom Hall pointed out that there are zeros missing in the construction funding phase on KYTC I-65 project. Mr. Hall noted that 5-575.00 will likely not include any lane expansion but stated that he would follow up with KIPDA staff for confirmation. Simone Jarvis pointed out that the exempt/non-exempt box was missing from KIPDA ID 3089. Mr. Hall followed up on the previous discussion on 5-575.00 to state that KYTC actually does anticipate that project to include roadway expansion. Chris Nicolas continued to go through the list of projects in Amendment 8 without comment.

A meeting participant asked about the turn lane length of KIPDA ID 453. Larry Chaney and Randy Simon confirmed that the turn lane mentioned in the project was less than a mile. Andy Rush clarified that KIPDA's model does not include right hand turn lanes.

Chris Nicolas noted that she would need to make a couple of funding edits to KIPDA ID 3114—specifically the “Total Cost Programmed in the TIP to date” box. Nicolas proceeded to share the rest of the projects listed in Amendment 8.

Randy Simon provided the group with an update on the emissions modelling process post the retirement of Craig Butler.

Chris Nicolas asked for any last questions. No last questions came from the group. Ms. Nicolas ended the meeting at 2:59pm.

Schedule Discussion:

Chris Nicolas briefly mentioned key dates of the anticipated schedule for the amendment. She also described the schedule for KIPDA’s MPO-dedicated Call for Projects and the schedule for the FY25-FY28 TIP.

Other Information Pertinent to Conformity of Amendment 8

The following information was not explicitly discussed during the video conference. However, it had been discussed at prior video conference(s) and is still applicable for Amendment 8.

Analysis Years and AQ Conformity Tests for the 2015 Ozone standard– 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

Other Discussion:

A second consultation meeting was held to discuss the different emission budgets for Indiana and Kentucky.

Meeting Minutes – Quick Update on KIPDA Amendment 8 to the FY23-26 TIP and CK2050 MTP

An update meeting was organized by Simone Jarvis of the EPA Region 5 to discuss details pertinent to air quality analysis in the Louisville Jefferson County KY-IN MPO region.

Date: Tuesday, January 21, 2025, at 11:30 AM
Organizer: Simone Jarvis, EPA Region 5

Attendees:

- EPA: Neena Nallaballi, Simone Jarvis, Anthony Maietta, Dianna Myers, Weston Freud, Sunday Gotvald, Benjamin Lyonrae
- FHWA: Nick Vail
- LMAPCD: Matt King, Rachael Hamilton
- KIPDA: Chris Nicolas, Andy Rush, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles

Overview

KIPDA is a bi-state MPO, but the region is categorized differently depending on the state. The portion of KIPDA within Indiana is “maintenance” and the portion of KIPDA in Kentucky is considered “non-attainment”. As a result, the budgets required for air quality modeling are different.

Key Discussion

The Indiana area is required to follow the 2015 standard which means that the 2019 budget should be used. The Kentucky area is required to follow the 1997 standard. This means that the 2020 budget should be used. The Kentucky region, following the 1997 standard, will use the 2020 budgets for air quality modeling in 2025 and 2030, ensuring they remain within the allocated limits. The emission budgets can be found in Table 1.

Table 1: Emission Budget

| Pollutant | 2015 Bi-State Louisville 8-Hour Ozone MVEBs (tpd (kg/d)) | | 1997 Bi-State Louisville 8-hour Ozone MVEBs (tpd (kg/d)) | |
|------------------|--|--------------|--|----------------|
| | 2019 | 2035 | 2003 | 2020 |
| VOC | 13.65 (12,383) | 5.51 (4,999) | 40.97 (37,168) | 22.92 (20,793) |

| | | | | |
|-----------------------|----------------|----------------|----------------|----------------|
| NO_x | 33.03 (29,964) | 17.18 (15,585) | 95.51 (86,647) | 29.46 (26,726) |
|-----------------------|----------------|----------------|----------------|----------------|

Key Observation

VOC: The 2015 standard has significantly stricter VOC limits for 2035 (5.51 tpd) compared to the 1997 standard's 2020 VOC budget (22.92 tpd). This shows a clear reduction in allowable VOC emissions over time under both standards.

NO_x: The 2015 standard also has a lower NO_x budget for 2035 (17.18 tpd) compared to the 1997 standard's 2020 budget (29.46 tpd), but the 1997 standard allows much higher NO_x emissions overall (especially for 2003).

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 has been previously updated to 2023. This data represents 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 2023 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 8 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.

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 in Indiana, 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 have 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 the 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 (NO_x).

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_x. The emission estimates for VOCs and NO_x 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 NO_x) 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_x 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 NO_x 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 NO_x 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 NO_x 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_x). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NO_x 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, 2, and 3. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2025 and 2030, the summer weekday VOC and NO_x 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 NO_x 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. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO_x 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. Table 3 shows that for 2025 and 2030, the summer weekday VOC and NO_x emission levels for the 2015 8-hour nonattainment area are less than 2020 emission budgets in the 1997 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 Tables 2 and 3 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 | 8072 | 26510 | 34582 |
| 2030 | 8485 | 27941 | 36426 |

| | | | |
|-------------|--------------|--------------|--------------|
| 2035 | 8908 | 29265 | 38173 |
| 2040 | 9348 | 30476 | 39824 |
| 2050 | 10219 | 32857 | 43076 |

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 | | 5732 | 9898 | YES |
| 2035 | | 4616 | 6518 | YES |
| 2040 | | 3889 | 5144 | YES |
| 2050 | | 3134 | 4264 | YES |
| <p>NOTE: The criteria for conformity for the INDIANA counties are as follows:</p> <p>2025 and 2030 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 13.65 tons/day or 12,383 kg/day.</p> <p>2025 and 2030 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 33.03 tons/day or 29,964 kg/day.</p> <p>2035, 2040, and 2050 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.</p> <p>2035, 2040, and 2050 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.</p> | | | | |

TABLE 3

| 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 | | 5732 | 9898 | YES |
| 2035 | | 4616 | 6518 | YES |
| 2040 | | 3889 | 5144 | YES |
| 2050 | | 3134 | 4264 | YES |
| NOTE: The criteria for conformity for the KENTUCKY counties are as follows: 2025, 2030, 2035, 2040, and 2050 Regional emission levels for VOCs must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 22.92 tons/day or 20,793 kg/day. 2025, 2030, 2035, 2040, and 2050 Regional emission levels for NOx must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 29.46 tons/day or 26,726 kg/day. | | | | |

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

Project Name: Purchase Three (3) Extended Range Electric Buses

Sponsor: Transit Authority of River City (TARC)

KIPDA ID: 3394

Comments:

- Would be nice to continue to increase the bus fleet in general and use electric busses. But would rather have this go to a transit hub, instead of the small \$100K currently allocated.
- Electric buses are good, but with how little money TARC has right now, it should be focused in on money for repairs and for a downtown transit hub. If a ballot measure can be passed in a couple years, then buying new electric buses would make sense.
- Electric buses are great if they're compatible with the routes they're needed for. That said, this money should go toward TARC's operational expenses unless that's explicitly forbidden.
- Where will the money come from to actually operate these buses?! TARC is in desperate need of operational funding!

Project Name: Eastern Parkway Transportation Study between Hahn Street to Concord Drive

Sponsor: Louisville Metro

KIPDA ID: 3393

Comments:

- Please make this intersection smaller and safer and easier to cross by foot or bike.
- This section of Eastern is hostile to people outside of cars. Please narrow and/or reduce the number of driving lanes and install separated, protected infrastructure on both sides for people walking and biking.
- Please prioritize bike and pedestrian infrastructure through this short stretch.
- Remove all slip lanes on Crittenden and turn them into bike lanes and pedestrian plazas. Too many students walk and bike here for cars to speed as fast as they do. This will also discourage trucks from using Eastern and getting stuck in RR bridge.
- Love to see it. Huge opportunity for traffic calming and protected bike/ped infrastructure.

Project Name: Eastern Parkway Transportation Study between Bardstown Road to Cherokee Park entrance

Sponsor: Louisville Metro

KIPDA ID: 3392

Comments:

- The road is wide enough to add parking protected bike lanes on each side of the street, and narrow the driving lanes. Shrink the roundabout lanes, beautify like a dutch roundabout, and use yield signs.
- agree with the other commenter. The road should make getting to and from Cherokee Park easy, safe, and comfortable for people outside cars. The roundabout is good but could be improved with modern single-lane design.
- I'm extremely supportive of this project!
- Love supporting pedestrian access to parks!

- At the Eastern Parkway roundabout, the vast expanse of blacktop presents an opportunity to improve pedestrian access to the park, especially on the south side of this intersection.
- Use green drainage and landscaping near curbs to reduce strain on slopes and hillside drains.
- Fantastic to see this project proposed. Significant opportunities for traffic calming and pedestrian/bike accommodation.

Project Name: Belvedere Transformation

Sponsor: Louisville Metro

KIPDA ID: 3391

Comments:

- 86 64. Make the Belvedere a train station again.
- \$125 million is a nice amount of money, but for that you can start to look at highway removal for I-64 between I-65 and 9th Street (at least)
- By the time this project is built, I-64's viaduct will be in such poor shape it'll have to go. At that point, it would be fiscally smarter to just reroute traffic onto I-264 or I-265 and let the highway fall.
- Use that \$125M instead to get rid of I-64. Please!
- A stupid waste.
- The design seems nonsensically complex. Are there going to be nets to catch all the people falling off the edge into the river? I mean, this is goofy. Fal,s(sic) Fountain 2.0.
- Unless I-64 and the elevated car-only expressway is removed, this design will have to be rebuilt in 50 years just like we are doing now. Id much rather money be spent connecting our riverfront to the city and reducing long term infrastructure costs.
- Time line too long, est. project cost likely underestimated. Project will be half done with no option to cut losses, forcing additional funds into project. I don't agree that this elaborate of a design is wise or even practical. I am not on board.
- This project does nothing to reconnect our city to the riverfront. I would rather see these funds used to remove portions of I-64, reducing our long-term infrastructure maintenance costs. Making our city more livable does not require extravagant projects.
- This project in no way will reconnect our city to its river front or permit development of the urban core. Allocation of funds and planning should go to highway removal, and master planning of a complete river front from downtown to West Louisville.

Project Name: 4th Street Redesign

Sponsor: Louisville Metro

KIPDA ID: 3390

Comments:

- Great idea, the city needs more connections to the waterfront. The map overlay is on 3rd Street though. Reduce the number and width of driving lanes throughout and install separated, protected paths for people walking and biking.
- Fantastic idea! Excited to see this plan come to life.

- Your map here shows 3rd Street highlighted, not 4th. Is that an oversight? I do like the push to improve placemaking on 4th, especially north of Market. River access from the Galt entrance is not what it could be.
- Great project! Why not extend this project one more block south because Fourth Street Live sucks...even just from the perspective of trying to ride a bike through it. Can we please fix the roadway between Muhammad Ali and Liberty?
- Consider making this similar to other major tourist routes in cities like Bourbon Street in New Orleans. Cars can cross but pedestrians and bikes are the priority. These rules can be extended through to U of L for a complete connection for students.
- Assume you meant to highlight 4th Street? Yes please improve 4th St ASAP ac (sic) make it a safe, equitable, viable, car free connection option to connect to the Belvedere and Louisville Loop on the waterfront.
- Can you ensure reducing the number and width of driving lanes throughout and install separated, protected paths for people walking and biking, and extend this south to Broadway.
- Absolutely fabulous idea since 4th St Live already cuts these few blocks off and serves as modal filter. Please consider expanding the scope of this project to also include 4th St Live itself, with a more well-defined & resurfaced bike/scooter path.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 3389

Comments:

- This part of I-65 is really dangerous because of constant weaving from on and off ramps! Traffic flies off of ramps onto streets and enters the highway way under the speed of traffic. Maybe ramps should be consolidated to provide better spacing?
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- At minimum, consider removing some on and off ramps. Do not build additional capacity into an urban freeway. Ideally, study removing 65 entirely north of the Watterson.
- I live with I 65 out my window by Arthur (sic). Please consider eliminating Arthur exit entirely or anything the (sic) would deprioritize the highway and prioritize the urban corridor.
- We need safer street connections where interstate exit and entrances are. Jackson street is a very risky intersection and the only area in downtown Louisville where car traffic does not stop. Arthur street is incredibly dangerous next to U of L
- Incredibly dangerous. Adjacent neighborhood's streets are used as extension to on ramps. KY 61 Preston and Jackson ramps especially dangerous.
- Any study of an urban freeway should seriously investigate the potential to remove it. It may not be feasible in the near term, but every urban highway in this country should have a plan for how to remove in some form over the next few generations.

Project Name: KY 61

Sponsor: KYTC

KIPDA ID: 3388

Comments:

- Parallel, separated, protected paths for people walking and biking should be included in any roadwork here.

Project Name: KY 61

Sponsor: KYTC

KIPDA ID: 3387

Comments:

- Do not widen a new rural road like this to increase ongoing maintenance costs we can't pay for.
- Do not add lanes to rural roads. Please do install separate, protected paths for people walking and biking to give people an alternative to driving. This will do more to reduce congestion in the long run anyway

Project Name: KY 1865

Sponsor: KYTC

KIPDA ID: 3386

Comments:

- Ensure the addition of mixed use path or protected bike lanes the entire way in both directions/sides.
- The best way to increase safety is to reduce speeds. Remove and/or narrow driving lanes along the route and install continuous, separate, protected paths for people walking and biking. Convert as many intersections to single-lane roundabouts as possible.
- I'm incredibly supportive of redesigning this road to reduce number of car lanes, be designed in a way to reduce speeds, and increase opportunities to safely cross on foot.
- This road is supposed to be 35mph, but the way it currently is, everyone goes at least 50. This road NEEDS help.
- HUGE opportunity for traffic calming and safety/accessibility improvements! Simplify, narrow, and slow down. Multimodal access to Iroquois Park would be huge improvement and amenity for these neighborhoods and city as a whole!

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 3385

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Reconfiguring lanes and ramps is fine, but do not install any new lane-miles. Additional capacity will only increase congestion in the long run.

Project Name: KY-1934

Sponsor: KYTC

KIPDA ID: 3384

Comments:

- Narrow and/or remove driving lanes and remove all slip lanes. Convert signalized intersections to roundabouts wherever possible. Install continuous, separate, protected paths along route for people walking and biking.
- Agree with other commenter. Lots of opportunities for calming traffic at intersections which is where these kinds of roads are most dangerous. Separated MUP would be nice, but understandable if that's not the focus.

Project Name: KY 1747

Sponsor: KYTC

KIPDA ID: 3382

Comments:

- 90 million is too much to spend for this suburban area based on the number of people who live or use this per square mile around here.
- Hurstbourne in general and this section in particular are overbuilt and the surrounding area is hostile to people outside cars. Remove/narrow driving lanes, convert intersections to roundabouts, install multiuse paths along both sides

Project Name: KY 2054

Sponsor: KYTC

KIPDA ID: 3381

Comments:

- Add protected bike lanes each way or a wide mixed use path
- Bicycles need to be accommodated (sic) in this project.
- Great project. Simplify roadway configuration, add protected facilities for bikes. Consider some kind of program to encourage property owners with alley access to eliminate street curb cuts and use alley for access instead per Olmsted's vision

Project Name: US 42

Sponsor: KYTC

KIPDA ID: 3380

Comments:

- 3 lanes are not needed for cars, but a nice wide bike ped multi use path the entire way with good safe narrow crossings would improve safety and decrease car congestion.
- 3 lanes?! You must be joking.
- If by 3 lane widening you mean 2 lanes + TWLTL, then ok maybe. MUP would be great though

Project Name: US 42 (Non-Cardinal: Story Ave)

Sponsor: KYTC

KIPDA ID: 3378

Comments:

- What is the change being proposed here? A two way conversion would be great. Or wider sidewalks, or mixed use path, or protected bike lanes

- Assuming this is not a two way conversion, Story has plenty of unused road width in this section to create bike lanes against the curb, either protected by parked cars or separated by a curb.
- This could create an extension of the Beargrass Creek greenway by having connection and extending existing route from off route Greenway. Make Story and Mellwood 2 way cycle track to keep parking
- Creating a safe, protected bike lane for this section would connect north on Story to the Butchertown Greenway leading to the Botanic Gardens and new River Road mixed use path to Zorn and downtown!
- Fantastic, love to see HSIP funds put towards increasing safety of vulnerable road users.

Project Name: US 31 E Congestion Reduction

Sponsor: KYTC

KIPDA ID: 3377

Comments:

- Land use south of 265 is car-mandatory. As development continues, congestion will worsen no matter how many lanes wider Bardstown Road gets. Do not sink millions of dollars into widening a rural road. This will exacerbate sprawl and congestion.
- Excellent to see a focus on right-sizing and bringing safety improvements to suburban arterials like this. Incremental improvement is still improvement!

Project Name: US 31 E

Sponsor: KYTC

KIPDA ID: 3376

Comments:

- Do not add lane-miles. There is currently no way to cross 265 here - a 10' multi-use path would be dirt cheap compared to driving lanes

Project Name: US-31E

Sponsor: KYTC

KIPDA ID: 3375

Comments:

- Supportive of this project. Please emulate the design of Bardstown Rd to the north already completed a couple years ago.
- There is more than enough road width for a protected bike lane in each direction or a two-way track on one side.
- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.
- Keep the driving lanes to one in each direction, like on Bardstown Rd north of here. No need for 4 driving and 2 parking like in some sections now. Add curb extensions and crosswalks everywhere along the way.
- Great project, and I hope to see more of what was installed north of Eastern Pkwy in this section!

Project Name: US-31E

Sponsor: KYTC

KIPDA ID: 3374

Comments:

- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.

Project Name: KY 1819 from Bluegrass Parkway to Plantside Drive

Sponsor: KYTC

KIPDA ID: 3372

Comments:

- Only do this work if you add bike ped protected lanes or MUPs

Project Name: KY 1819 from Bluegrass Parkway to Plantside Drive

Sponsor: KYTC

KIPDA ID: 3370

Comments:

- Make each underpass easy and safe to cross by foot/bike and add noise barriers and reduce travel lanes and lane widths, add crosswalks
- Ditto the other commenter. Also consider replacing 64 with a ground level boulevard, which would do a lot to make the waterfront more accessible
- Love to see this being prioritized!!
- It is vital that we reconnect Portland with the river and develop safe and pleasant corridors to walk and bike between residential neighborhoods and the river.
- Use native pollinator plants and flowers to landscape I 64 easements and Ohio River floodplain similar to downtown
- Love to see these kinds of connectivity projects being proposed and hope they get priority. Provide safe and comfortable access to cross I-64 that doesn't involve mixing with highway ramp traffic!

Project Name: Slate Run Road Improvements Phase 2

Sponsor: New Albany

KIPDA ID: 3369

Comments:

- Good stuff! Please make sure the bike lanes are separated and protected. Most potential riders will not feel safe feet away from speeding cars. Consider making the bike lanes sidewalk height
- Great! Protected facilities will be better and more heavily utilized.

Project Name: Baylor Wissman Hilltop

Sponsor: Floyd County Board of Commissioners

KIPDA ID: 3367

Comments:

- Narrow lanes stop speeding. Please be careful not to turn this into a high speed cutthrough

Project Name: Memphis Blue Lick Roadway Improvements

Sponsor: Clark County

KIPDA ID: 3365

Comments:

- Widening this rural road will induce further development which will cause more traffic. Long commutes are the rightful price of living in a rural area

Project Name: CR-311 and Sellersburg Improvements

Sponsor: Clark County

KIPDA ID: 3364

Comments:

- Please ensure bike lanes are separate and protected from driving lanes

Project Name: Merry Way near Georgetown Elementary

Sponsor: INDOT

KIPDA ID: 3363

Comments:

- It should be safe, easy, and comfortable for local children to walk to school here. Lots more sidewalk and traffic calming will be needed

Project Name: US 31 and Eastern Blvd, intersection improvement

Sponsor: INDOT

KIPDA ID: 3362

Comments:

- Thank you for this. For such a small project, do it sooner
- Excellent! Creating safe ways to cross the highway will be great for connectivity

Project Name: North Hubbards Lane

Sponsor: Louisville Metro

KIPDA ID: 3233

Comments:

- Keep it two lanes for cars, but add very nice bike/ped/MUP facilities and trees and lighting and crosswalks with the funding.
- Please ensure paths for people walking and biking are separated and physically protected. This is a high-traffic area and painted lanes or sharrows will not draw new users.

Project Name: I-65 Bridge at E Kentucky & S Brook St

Sponsor: KYTC

KIPDA ID: 3196

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- We need to reactivate empty space under the bridge as a plaza and weatherproof event space instead of fencing it off. This makes the entire intersections unsafe as no one will see you or be able to assist if there are problems or issues. Cars speed

Project Name: I-65 Bridge at Hill, CSX RR & Burnett

Sponsor: KYTC

KIPDA ID: 3195

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Please update this intersection. It does not feel safe to cross biking or walking
- I'm thrilled to see this spot on the docket for improvements. In particular, non-auto crossing at Preston Street is a mess. The existing pedestrian bridge has been poorly maintained, and the intersection is in great need of beautification.
- We need a safer and better connected intersection with a redesigned pedestrian bridge and better Jackson St off ramp design. Traffic must be slowed
- Improve Pedestrian and bike safety with overpasses redesign. Do not close off will (sic) walls of concrete. Redesign and rebuild pedestrian bridge.
- Better multimodal access across these railroad tracks would be a great addition to this project.

Project Name: I-65 Bridge at KFEC Gate 6

Sponsor: KYTC

KIPDA ID: 3123

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at Manning Rd

Sponsor: KYTC

KIPDA ID: 3120

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at Phillips Ln

Sponsor: KYTC

KIPDA ID: 3119

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at E Chestnut St

Sponsor: KYTC

KIPDA ID: 3117

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

Project Name: I-65 Bridge at Jacob, Broadway, Gray St

Sponsor: KYTC

KIPDA ID: 3115

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

Project Name: I-65 Bridge at St Catherine St

Sponsor: KYTC

KIPDA ID: 3114

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at US 60A (Eastern Parkway)

Sponsor: KYTC

KIPDA ID: 3112

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor

Sponsor: KYTC

KIPDA ID: 3067

Comments:

- Great project. Make connections through 64 as safe and comfortable as possible for people outside of cars. Car access and LOS should not be a high priority.
- What a great way to support community building in the area!

Project Name: 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements

Sponsor: University of Louisville

KIPDA ID: 2982

Comments:

- As a UofL student, I walk through here every day. It's a bit of a messy intersection and people run the red lights and stop signs often. If the intersection can be cleaned up and some kind of curb extensions added, that would improve safety a lot.
- It would be great to just close this section of road and pedestrianize it

- Great spot for pedestrianization
- Close Brandeis completely to car traffic and make this a pedestrian and bicycle corridor. This is one place in Louisville where pedestrian traffic vastly exceeds car traffic already (and it is NOT designed for that!)
- Close Brandeis to car traffic and only use it for bus, walking and bike/scooter. This is a direct route to dorms and is dangerous for drunk driving and tourists coming back from Churchill Downs and hitting buildings and students
- I lived in UTA right next to this street for years, it should really just be pedestrian only as it sort of once was during construction on the Ville Grille. Things worked fine and it was much safer
- Zero reason for this street to be open to cars. Establish modal filters and let it be a plaza.

Project Name: I-64 Added Travel Lanes

Sponsor: INDOT

KIPDA ID: 2899

Comments:

- \$222 million is an insane amount of money for highway widening, and accounts for a third of all the project costs in Amendment 8. Upkeep will be expensive too.
- Is this widening actually remotely necessary? This is an absurd boondoggle cost for little benefit compared to some of the other projects here.
- Additional lanes are unnecessary. Adding them would worsen congestion and air quality while locking in decades of increased GHG emissions. This is not to mention the massive construction and ongoing maintenance costs.
- This is unnecessary and will have to be perpetually maintained
- Highly skeptical that new lanes are worth the cost and maintenance burden. Highway sprawl is not a path towards prosperity but rather bankruptcy. Let's not repeat the same mistakes we've made for the past 50+ years.

Project Name: US 31W

Sponsor: KYTC

KIPDA ID: 2779

Comments:

- Look for opportunities to minimize the number of curb cuts.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 2121

Comments:

- 264 WB: The ramps between Newburg Rd, Poplar Level Rd, Preston Hwy, and I65 are unable to handle heavy traffic. They are too close together creating excessive weaving and gridlock. Separate grade ramp crossings would be wonderful.
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- How many times are we going to widen and blow out this interchange all for traffic to be just as bad here? Think smarter, not just adding more lanes.
- It is incredibly difficult for people to walk/bike to the airport from the fairgrounds. We need to redesign airport access to allow for better use. Not all tourists or residents use a car to get to airport/fairgrounds and are forced to rent or not go

Project Name: East Market Street Streetscape Improvements

Sponsor: Louisville Metro

KIPDA ID: 2064

Comments:

- Yes please do this ASAP. Ensure it is 2 way with only one driving lane in each direction, and protected or parking protected bike lanes or SUPs in each direction.
- Agree with other comment. 2 total driving lanes is plenty and there is abundant space for protected bike lanes, widened sidewalks, and curb bumpouts near intersections.
- Pedestrian access will be great for the business in this area
- Hell yes! Why wasn't this done a decade ago?!
- As other comments have said, this is a great project, wish it had been done much sooner, and wish it was only 2 lanes each direction (same for future Main St. reconfig) but still either way will be a huge improvement!!

Project Name: Complete Street Improvements on West Kentucky Street

Sponsor: Louisville Metro

KIPDA ID: 1863

Comments:

- Love this, just make sure all bike lanes are projected and useable by all ages and abilities.
- Street trees!!!
- Much needed! High priority!
- Critical! We need connection and two way streets for all East West thoroughfares
- Love to see it! Safe and comfortable east-west connections are needed, esp. through this very industrial area. Prioritize protected infrastructure rather than painted lanes for bikes

Project Name: River Road Extension

Sponsor: Louisville Metro

KIPDA ID: 1338

Comments:

- I like the description of two lanes and low-speed design. Please ensure this does not interfere with the existing Louisville Loop/Riverwalk path. If it does, ensure that separated pathways for people walking and biking are installed as part of this
- The project description sounds excellent! Please make this road as few cars lanes as possible and sensitive to pedestrian connections.
- It would be irresponsible not to use some of these funds to improve the existing riverwalk path through this area which is in desperate need of renovation.
- Love it, focusing on local access/connectivity and providing an opportunity to bypass the craziness of the I-64 onramps will be nice. Please ensure that the Louisville Loop along this section is incorporated/improved as part of this project.

Project Name: Ohio River Bike/Ped Connection

Sponsor: Louisville Metro

KIPDA ID: 867

Comments:

- This is a super smart idea to reuse the unused section of the bridge for bike / ped traffic. It's a fantastic idea for improving mobility and tourism, as long as it has good connections to bike lanes / trails on each side.

- Slam-dunk great idea. This could be the Big Four 2.0, especially tied into the Waterfront Park westward expansion.
- Extraordinarily great news to see this project here!!!
- INCREDIBLE opportunity to connect New Albany to Portland without needing a vehicle. Elderly residents, young parents and wheelchair users are often unable to cross I64 bridge without arranging rides and expecting delays. This is direct and needed.
- If you want to bike to New Albany, then you have to cross either the big four or second street bridge, then bike miles down the Southern Indiana trails to reach it. Making this bridge accessible would be great and spur development as well.
- Please reopen this existing bike/ped sections on each side of this bridge to people on bikes and walking. It will connect the west end waterfront park and Louisville Loop to the Ohio River Greenway and New Albany downtown businesses.
- With the resounding success of the Big Four Bridge, this project is such an obvious no-brainer.
- This connection is critical for elderly , children and non car users to connect to New Albany. I strongly urge this as number one priority

Project Name: KY 1065

Sponsor: KYTC

KIPDA ID: 436

Comments:

- Put #5 Modal Access and Choice top of the list and create shared use paths the entire way with safe crossings and reduced width and count of driving lanes.

Project Name: KY 146

Sponsor: KYTC

KIPDA ID: 428

Comments:

- 20 million is a lot for this, but spend less and just have MUP the entire way.

Project Name: KY 53 / I-71 to Zhale Smith Road

Sponsor: KYTC

KIPDA ID: 418

Comments:

- Widening an already-wide rural road will induce further development and exacerbate sprawl. Long commutes are a tradeoff of living in a rural area. All of this while there is no way to travel from here to downtown La Grange outside of a car. Start there.

Project Name: KY 22

Sponsor: KYTC

KIPDA ID: 412

Comments:

- Ensure bike ped facilities, protected

Project Name: KY 1531

Sponsor: KYTC

KIPDA ID: 411

Comments:

- Remove curbs, add shoulders/bike lane; turn lanes @ US60. Solve problem of inability in 5yrs to enter US60 due to massive volume. Tie into Spring or Highland or further west & eliminate current connection to US60
- Eliminate left turns from Johnson Rd. to Shelbyville Rd. Far too dangerous and causes traffic buildup on Johnson Rd
- Straighten blind and "hairpin" turns Remove curbs from east side of road 22' road width, PLUS ample shoulders Eliminate current access to US 60, tie into Highland Ave or Spring Dr Add bike lane for easier access to Louisville Loop/Parklands
- Johnson Road needs to be widened to at least 22' with 6' level shoulders on both sides. There is maximum traffic on the road in the morning rush hour and trucks passing each other in opposite directions are dangerously doing so due to curbs that are on b
- Johnson Rd needs to be widened to safely allow for the increased traffic with several developments in the works. Flat Rock Rd is good example of how Johnson should look. Safe access to Shelbyville Rd and Aiken Rd- need traffic lights, turning lanes.

Project Name: Grade Lane

Sponsor: Louisville Metro

KIPDA ID: 289

Comments:

- Yes please great idea, make sure they are physically protected.
- Why add a third lane to induce more cars instead of focusing on the pedestrian and cyclist route?

Project Name: Arnoldtown Road

Sponsor: Louisville Metro

KIPDA ID: 249

Comments:

- Ensure all intersections are safe to cross by foot or bike, with refuge islands and bollards.

Project Name: River Road

Sponsor: Louisville Metro

KIPDA ID: 163

Comments:

- Road does not need 4 driving lanes based on current or projected traffic counts, at the expense of safety, noise, pollution, and a barrier between the parks and waterfront. Protected bike lanes and SUP are great though.
- Does NOT need 4 lanes.
- Use native pollinators to beautify this floodplain immediately. This should not be mowed grass so close to a flooded area. Deeper roots from trees or rain gardens can help drain hundreds of acres
- Please keep it 2 driving lanes for safety and slow down drivers with pinch points and curb extensions if needed at each crossing. Add crosswalks at each crossing.
- Additional lanes don't seem necessary, and may create safety concerns with speeding and weaving.. Consider revising to 2 lanes + TWLTL. Shared use path and bike lanes are a welcome addition.