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

KIPDA

TRANSPORTATION TECHNICAL COORDINATING COMMITTEE

1:00 p.m., Wednesday, May 14, 2025
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Please review the following notes:

- TTCC members and the public may attend and participate in the meeting at KIPDA or online via Zoom.
- **All TTCC voting members participating online must activate their web cameras during the meeting per Kentucky Open Meetings and Open Records Statutes.**
- There will be a public comment period at the beginning of the TPC meeting. The public may also submit comments in advance of the meeting by emailing KIPDA.trans@kipda.org.

AGENDA

1. *Call to Order, Welcome, Roll Call*

2. *April TTCC Meeting Minutes* – Review and approval (see enclosed). **Action Requested.**

3. *Transportation Policy Committee Report* – Reviewing the April TPC meeting activities.

4. *Public Comment Period* – The TTCC Chair will facilitate a review of comments submitted prior to the TTCC meeting and entertain comments offered as part of Agenda Item #4.

5. *FY 2025-FY* 2028 *Transportation Improvement Program Update* – Staff will discuss the latest draft of the FY 2025-FY 2028 TIP (Amendment 9 to the MTP) and will be seeking recommendation for adoption to the TPC. **Action Requested**

6. *Indiana Dedicated Funding* – Staff will discuss the latest funding recommendations available for the state of Indiana. **Action Requested**

7. *Roadway Functional Classification Update* – KIPDA staff will present a list of proposed roadway functional classification updates which were discussed at five regional meetings held this spring. **Action Requested**

8. *Congestion Management Process Update* – Staff will highlight the draft CMP and be seeking recommendation of adoption to the TPC. **Action Requested**

9. *Call for Projects Schedule – Staff will display the schedule for the upcoming Call for Projects.*

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10. *Amendment 1 to the FY 2025-FY 2028 Transportation Improvement Program/Amendment 10 to Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)* – KIPDA staff will provide an early schedule update for the next amendment.

11. *SHIFT Update* – Staff will discuss the projects that were presented for sponsorship at April's TPC meeting.

12. *Other Business*

13. *Adjourn*

MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
April 9, 2025, 1:00 p.m.
In-Person and Via Video Conference

Call to Order
Vice Chair Jim Silliman called the meeting to order at 1:01 p.m. After roll call was taken, it was determined that there was a quorum present.

Review and Approval of TTCC Minutes
Arthur Jones, City of Shepherdsville, made a motion to approve the minutes for the March TTCC. Tom Hall, Kentucky Transportation Cabinet (KYTC) – District 5, seconded the motion. Motion carried with a unanimous vote.

Transportation Policy Committee (TPC) Report
Andy Rush, KIPDA staff, reported on the March TPC meeting. No action was required.

Public Comment Period
There were no public comments.

Environmental Analysis of Transportation Projects
Donna Hardin, KYTC, discussed regulations surrounding transportation projects and the impact on the environment. There was discussion. No action was required.

Unified Planning Work Program (UPWP)
Andy Rush, KIPDA staff, discussed KIPDA's UPWP. **Tom Hall, KYTC – District 5, made a motion to recommend TPC approval of the UPWP. Anna Barge, Oldham County Planning Commission, seconded the motion. Motion carried with a unanimous vote.**

KYTC SHIFT
Spencer Williams, KIPDA staff, provided the next steps for the KYTC SHIFT process. There was discussion. **Arthur Jones, City of Shepherdsville, made a motion to recommend TPC approval of the KIPDA staff recommendation on MPO sponsorships. Anna Barge, Oldham County Planning Commission, seconded the motion. Motion carried with a unanimous vote.**

FY 2025-2028 Transportation Improvement Program (TIP) Update
Brady Hill, KIPDA staff, discussed the schedule for the update to the TIP. There was discussion. No action was required.

FY 2025 Call for Studies Update
Brady Hill, KIPDA staff, discussed the applications received for planning studies and outlined the next steps. There was discussion. No action was required.

Other Business
Andy Rush, KIPDA staff, provided the following:

- Acknowledged committee members who arrived after roll call
- Gave an update on the Safe Streets and Roads for All (SS4A) regional action plan

Tom Hall, KYTC - District 5, thanked KIPDA staff for their work on the KYTC SHIFT process.

Adjournment

The meeting was adjourned at 2:36 p.m.

Andy Rush
Recording Secretary

Members Present:	**Representing:**
Abdiel Deida	City of Charlestown
Matt Meunier	City of Jeffersontown
Elizabeth Hardin	City of Mt. Washington
Larry Summers	City of New Albany
Arthur Jones	City of Shepherdsville
Kenan Stratman	City of St. Matthews
*Aviance Webb	Federal Transit Administration – Region 4
Nick Creevy	Floyd County
Bob Tally	Indiana Department of Transportation – Public Transportation
Hayley Thomas	Indiana Department of Transportation – Seymour
Claire Oyler	Kentucky Division of Air Quality
Stephen DeWitte	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Andy Rush	KIPDA
Matt King	Louisville Metro Air Pollution Control District
Mike King	Louisville Metro Economic Development
Brian Davis	Louisville Metro Planning & Design Services
Mark Noll	Louisville Metro Public Works & Assets
Darrell Watson	Louisville Regional Airport Authority
Jim Silliman (Vice Chair)	Oldham County
Anna Barge	Oldham County Planning Commission
Mike Huff	Town of Clarksville
*Vince Robison	TRIMARC

Members Absent:

*AARP – Kentucky
Bullitt County
*Bullitt County Chamber of Commerce
City of Jeffersonville
Clark County
*Clark County Fire Chiefs Association
Clark County Planning Commission
*Federal Aviation Administration – Memphis
*Federal Highway Administration – Indiana
*Federal Highway Administration – Kentucky
*Greater Louisville Inc.
Indiana Department of Environmental Management
Indiana Department of Transportation – Urban & Long-Range Planning
*Indiana Motor Truck Association
Kentucky Transportation Cabinet – Office of Transportation Delivery
*Kentucky Trucking Association
Louisville Riverport Authority
*Louisville Water Company
*Louisville/Jefferson County Metropolitan Sewer District
*Oldham Chamber & Economic Development
*One Southern Indiana
Port of Indiana – Jeffersonville
*River Hills Economic Development District
*Southern Indiana Transit Advisory Group
TARC
TARC Accessibility Advisory Council
*University of Louisville

Other Attendees	
Brian Meade	AECOM
Brittany Veto	City of Middletown
Ashley Beckort	CAMPO

Donna Hardin	Kentucky Transportation Cabinet
Larry Chaney	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Elijah Beliles	KIPDA
Greg Burress	KIPDA
Eronmonsele Esekhaigbe	KIPDA
Adam Forseth	KIPDA
Jarrett Haley	KIPDA
Zach Herzog	KIPDA
Brady Hill	KIPDA
Mick Logsdon	KIPDA
Randy Simon	KIPDA
Spencer Williams	KIPDA
Brian Davis	Louisville Metro Planning & Design Services
Mike Skaggs	Michael Baker International
John Pacyga	OHM Advisors
Bruce Bohne	TRIMARC
Walter Montelongo	WSP
Brandon Cole	

* Denotes Advisory Members

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KIPDA

Agenda Item #5

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Chris Nicolas

DATE: May 7, 2025

SUBJECT: *FY 2025-FY 2028 Transportation Improvement Program* (TIP)

All MPOs are required by the Infrastructure Investment and Jobs Act (IIJA) to develop a fiscally constrained Transportation Improvement Program (TIP) and to update it at least every four years. KIPDA staff have created the final draft of the *FY 2025-FY 2028 Transportation Improvement Program*.

Like the current TIP (also considered the short-range plan), the new TIP is a subset of the MTP, *Connecting Kentuckiana 2050* (the long-range plan). All projects included in the FY25-FY28 TIP are consistent with the MTP.

Project updates not previously listed in the TIP are included in the new TIP and updated as Amendment 9 to the MTP. These updates have gone through the standard KIPDA amendment process including air-quality conformity analysis (included in this packet).

KIPDA staff will present highlights of the TIP update including:

- The Amendment 9 MTP updates
- Similarities within the current and anticipated new TIP
- Changes between the current and anticipated new TIP
- Final draft updates made following the TTCC/TPC and public review periods

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TTCC approval is being requested to submit the final draft of the *FY 2025-FY 2028 Transportation Improvement Program* for federal approval.

Once approved, the FY25—FY28 TIP will replace the FY23-FY26 TIP.

The Kentucky Transportation Cabinet (KYTC) and Indiana Department of Transportation (INDOT) will be notified of the change following the final federal approval to make the necessary STIP updates.

Action is requested

KIPDA
Kentuckiana Regional Planning & Development Agency

Amendment 9
to
Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)

Project Updates
for the
Fiscal Year 2025- 2028 Transportation Improvement Program (TIP)

TPC approval anticipated
May 22, 2025

KIPDA

AMENDMENT 9 SCHEDULE

Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)
Fiscal Year (FY) 2025 - 2028 Transportation Improvement Program (TIP)

WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	*December 6, 2024*
KIPDA staff completes project review	*December 23, 2024*
Air quality conformity activities	*December 30, 2024- March 14, 2025*
Interagency Consultation Group (IAC) Coordination	*March 20, 2025*
Public comment period	*April 8, 2025- May 7, 2025*
Comments sent to the Transportation Policy Committee (TPC)	*May 8, 2025*
Transportation Technical Coordinating Committee (TTCC) Recommendation	*May, 14 2025*
TPC Action	*May 22, 2025*

ADDITIONAL INFORMATION

Amendment 9 to the MTP is composed of the new projects updates for the FY25 to FY28 TIP which is simultaneously under review.

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

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

MTP Action:	None				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	**KIPDA ID:**	3367	**State ID:**	2401834
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Baylor Wissman Hilltop	**Funding Source:**	Group III & HSIP-MPO	**Open to Public Date:**	2031
Total Estimated Project Cost:	$3,336,344		**Total Cost Programmed in TIP to date:**	~~$201,852~~ $3,336,344	
Description:	Project will replace existing roadway 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.				
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 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) with Group III Funds: $161,481 (Federal) + $40,371 (Other) = $201,852 (Total) FY 2028 Right of Way (ROW) phase with HSIP-MPO Funds: $256,460 (Federal) + $409,174 (Other) = $665,634 (Total) *FY 2030 Construction Engineering (CE) phase with HSIP-MPO Funds: $257,620 (Federal) + $64,405 (Other) = $322,025 (Total) *FY 2030 Construction (CN) phase with HSIP-MPO Funds: $833,320 (Federal) + $1,313,514 (Other) = $2,146,834 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	**KIPDA ID:**	3366	**State ID:**	2401835
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bridge 38 (Baylor Wissman Replacement)	**Funding Source:**	Group III & Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public Date:**	2031
Total Estimated Project Cost:	$3,151,000		**Total Cost Programmed in TIP to date:**	$3,151,000	
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 25-28 TIP Funding:	FY 2025 Preliminary (PE) phase with Group III Funds: $360,000 (Federal) + $90,000 (Other) = $450,000 (Total) FY 2027 Right of Way (ROW) phase with STBG-MPO Funds: $32,000 (Federal) + $8,000 (Other) = $40,000 *FY 2029 Construction Engineering (CE) phase with STBG-MPO Funds: $276,000 (Federal) + $69,000 (Other) = $345,000 (Total) *FY 2029 Construction (CN) phase with STBG-MPO Funds: $1,852,800 (Federal) + $463,200 (Other) = $2,316,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2030 scenario	
Project Sponsor:	New Albany	**KIPDA ID:**	3102	**State ID:**	2301317
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Graybrook Lane Extension	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2030~~ 2031
Total Estimated Project Cost:	$3,708,432		**Total Cost Programmed in TIP to date:**	$3,708,432	
Description:	Extension of collector class roadway (Graybrook Lane) from the intersection with Bono Road/Pearl Street to the intersection of State Street. This roadway extension would further establish connections to the vital State Street corridor.				
Justification:	Graybrook Lane currently deadends into Pearl Street/Bono Road intersection. By extending Graybrook Lane, the collector class roadway would be extended to an important arterial roadway of State Street which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-MPO funds: $357,109 (Federal) + $108,636 (Other) = $465,745 (Total) FY 2028 Right of Way (ROW) phase with STBG-MPO funds: $439,200 (Federal) + $109,800 (Other) = $549,000 (Total) *FY 2029 Utilitities (U) phase with STBG-MPO funds: $80,000 (Federal) + $20,000 (Other) = $100,000 (Total) ~~*FY 2030 Construction (CN) phase with STBG-MPO funds:~~ ~~$2,074,949 (Federal) + $518,738 (Other) = $2,593,687 (Total)~~				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	**KIPDA ID:**	3368	**State ID:**	2401836
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Highway 150 Break - Highlander Point	**Funding Source:**	Group III & Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public Date:**	2030
Total Estimated Project Cost:	$3,743,989		**Total Cost Programmed in TIP to date:**	~~$393,750~~ $3,743,989	
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 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with Group III funds: $315,000 (Federal) + $78,750 (Other) = $393,750 (Total) FY 2028 Construction Engineering (CE) phase with STBG-MPO Funds: $402,029 (Federal) + $100,507 (Other) = $502,536 (Total) FY 2028 Construction (CN) phase with STBG-MPO Funds: $2,680,191 (Federal) + $670,048 (Other) = $3,350,239 (Total)				

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:**	2500084
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-64 Hot Mix Asphalt (HMA) Overlay	**Funding Source:**	National Highway Performance Plan (NHPP)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$22,972,577		**Total Cost Programmed in TIP to date:**	$22,972,577	
Description:	Hot mix asphalt (HMA) overlay minor structural on I-64 from .50 miles west of SR 135 to 1.01 miles west of SR 64. This DES # covers the small culverts on this portion of the contract.				
Justification:	To improve the conditions of the pavement and extend its service life.				
FY 25-28 TIP Funding:	*FY 2030 Construction (C) phase with NHPP funds: $20,675,319 (Federal) + $2,297,258 (Other) = $22,972,577 (Total)				

*Funds programmed in fiscal years outside of the current 2025-2028 TIP years

MTP Action:	None				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	3363	**State ID:**	2201202
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Merry Way near Georgetown Elementary	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) 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 25-28 TIP Funding:	FY 2026 Right of Way (ROW) phase with HSIP-ST funds: $45,000 (Federal) + $5,000 (Other) = $50,000 (Total) FY 2027 Construction phase with HSIP-ST funds: $749,700 (Federal) + $83,300 (Other) = $833,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	2973	**State ID:**	2100800
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	SR 60 Small Structure Replacement, 1.58 Miles West of I-65	**Funding Source:**	National Highway Performance Plan (NHPP)	**Open to Public Date:**	2026
Total Estimated Project Cost:	~~$975,137~~ $617,221		**Total Cost Programmed in TIP to date:**	~~$975,137~~ $617,221	
Description:	Small structure replacement over unnamed ditch 1.58 miles west of I-65.				
Justification:	The purpose of this project is to correct the deficiencies in the structure in order to extend or reset the service life of the asset. The project need is based on the current condition of the structure elements. The pipe is either collapsed or full of sediment and cannot fail any further. The roadway is not affected, but the pipe is causing drainage issue for the nearby residents. This pipe was recently added into the inventory.				
FY 25-28 TIP Funding:	~~*FY 2023 Preliminary Engineering (PE) phase with NHPP funds:~~ ~~$214,323 (Federal) + $23,814 (Other) = $238,137 (Total)~~ *FY 2023 Preliminary Engineering (PE) phase with NHPP funds: $190,510 (Federal) + $47,627 (Other) = $238,137 (Total) ~~*FY 2024 Right of Way (ROW) phase with NHPP funds:~~ ~~$9,000 (Federal) + $1,000 (Other) = $10,000 (Total)~~ *FY 2024 Right of Way (ROW) phase with NHPP funds: $8,000 (Federal) + $2,000 (Other) = $10,000 (Total) ~~FY 2026 Utilities (U) phase with NHPP funds:~~ ~~$90,000 (Federal) + $10,000 (Other) = $100,000 (Total)~~ FY 2026 Utilities (U) phase with NHPP funds: $80,000 (Federal) + $20,000 (Other) = $100,000 (Total) ~~FY 2026 Construction (CN) phase with NHPP funds:~~ ~~$564,300 (Federal) + $62,700 (Other) = $627,000 (Total)~~ FY 2027 Construction (CN) phase with NHPP funds: $215,267 (Federal) + $53,817 (Other) = $269,084 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

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:**	2001561
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Statewide signing and installation of conflict warning signs	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public Date:**	2026
Total Estimated Project Cost:	$1,537,734		**Total Cost Programmed in TIP to date:**	$1,537,734	
Description:	This is a statewide signing installation and repair of conflict warning signs in various locations throughout the state.				
Justification:	Installation of conflict warning signs are a safety initiative to help prevent injuries and accidents.				
FY 25-28 TIP Funding:	FY 2026 Construction (CN) phase with HSIP-ST funds: $1,230,187 (Federal) + $307,547 (Other) = $1,537,374 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	New Albany	**KIPDA ID:**	3369	**State ID:**	2401854
County:	Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Slate Run Road Phase II	**Funding Source:**	Group III & TA-MPO & CRP-MPO	**Open to Public Date:**	2031
Total Estimated Project Cost:	~~$5,100,000~~ $7,970,000		**Total Cost Programmed in TIP to date:**	~~$250,000~~ $7,970,000	
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 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with Group III Funds: $200,000 (Federal) + $50,000 (Other) = $250,000 (Total) FY 2027 Right of Way (ROW) phase with TA-MPO Funds: $402,940 (Federal) + $100,735 (Other) = $503,675 (Total) FY 2028 Right of Way (ROW) phase with TA-MPO Funds: $1,293,060 (Federal) + $323,265 (Other) = $1,616,325 (Total) *FY 2030 Construction Engineering (CE) phase with TA-MPO Funds: $400,000 (Federal) + $100,000 (Other) = $500,000 (Total) *FY 2030 Construction (CN) phase with CRP-MPO Funds: $4,080,000 (Federal) + $1,020,000 (Other) = $5,100,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

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:	Bullitt County	**KIPDA ID:**	New	**State ID:**	
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 31E to KY 2706	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	2033
Total Estimated Project Cost:	$18,000,000		**Total Cost Programmed in TIP to date:**	$250,000	
Description:	Widening KY 2706 (Greenbrier Rd.) from HWY 44 to 31Ex and eventually extending to 31E. KY 2706 would include Wales Run and Landis Lane, intersecting with 31EX.				
Justification:	High growth area in Mt Washington, with possible economic and residential impact. Also parks and recreation benefits				
FY 25-28 TIP Funding:	FY 2026 Planning (P) phase with STBG-MPO funds: $200,000 (Federal) + $50,000 (Other) = $250,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Jeffersontown	**KIPDA ID:**	3111	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Billtown-Eastview Collector Extension	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2026~~ 2030
Total Estimated Project Cost:	~~$1,265,000~~ $2,352,000		**Total Cost Programmed in TIP to date:**	~~$1,265,000~~ $2,352,000	
Description:	Improve safety, improve multi-modal connectivity, and reduce congestion along Billtown Road (CS-1720H) from Ruckreigel Parkway (MP 0.000) to Watterson Trail (MP 0.165). Improve access and multi-modal connectivity from Billtown Road to Eastview Avenue. The project includes the 3-lane widening of existing Billtown Road between Ruckreigel Parkway and Watterson Trail, and the addition of curb and gutter and sidewalks along both sides of the road. The project also includes the extension of existing Eastview Avenue between Billtown and Taylorsville Road, where some segments of narrow roadway and right of way already exist. The Eastview extension will be a 2-lane curb and gutter roadway with sidewalks and will help to establish improved access and connectivity for the new Jeffersontown Police Station to be completed in 2023.				
Justification:	The project helps to complete Jeffersontown's downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Road and Billtown Road, as well as a linkage to the existing dead-end portion of College Avenue in between. The extension is most critical to provide enhanced access to the new police station at the corner of Neal and Taylorsville Road and will open up access to the south. The project supports the City's goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor. The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.				

KIPDA ID 3111 cont. **FY 25-28 TIP Funding:**	FY 2026 Design (D) Phase with STBG-MPO Funds: $310,000 (Federal) + $70,400 (State/Local) = $380,400 (Total) ~~FY 2026 Construction (CN) Phase with STBG-MPO Funds:~~ ~~$660,000 (Federal) + $165,000 (State/Local) = $825,000 (Total)~~ FY 2027 Right of Way (ROW) Phase with STBG-MPO Funds: $176,000 (Federal) + $40,000 (State/Local) = $216,000 (Total) FY 2028 Utilities (U) Phase with STBG-MPO Funds: $528,000 (Federal) + $120,000 (State/Local) = $648,000 (Total) *FY 2029 Construction (CN) Phase with STBG-MPO Funds: $1,056,000 (Federal) + $240,000 (State/Local) = $1,296,000 (Total)
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years	

MTP Action:	N/A				
TIP Action:	Update to model. Project is going from 2 to 4 lanes.				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	Add to 2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3371	**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 (OTP) 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 25-28 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)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Update 2025, 2030, 2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9073.00
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 (OTP) Date:**	2025
Total Estimated Project Cost:	$380,000		**Total Cost Programmed in TIP to date:**	$380,000	
Description:	Roadway Reconfiguration along Bardstown Road (US 31E) from Taylorsville Road to Bonnycastle Avenue. BMP 13.118 , EMP 14.390 Includes striping updates along Taylorsville Road (KY 155) from Talbott Avenue to Bardstown Road. BMP 16.317 , EMP 16.541				
Justification:	To increase the level of safety on these two road segments				
FY 25-28 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: $380,000 (Federal) + $0 (Other) = $380,000 (Total)				

MTP Action:	Update Model and add additional state ID				
TIP Action:	Update Model and add additional state ID				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Update 2030, 2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3375	**State ID:**	5-80259.00 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 (OTP) 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 25-28 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)				

MTP Action:	Remove redundant project, combine State ID with 5-80259 listing				
TIP Action:	Remove redundant project, combine State ID with 5-80259 listing				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3374	**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 (OTP) Date:**	2028
Total Estimated Project Cost:	$1,500,000		**Total Cost Programmed in TIP to date:**	$0	
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 25-28 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)~~				

MTP Action:	Remove redundant project, KIPDA ID 2953 covered this work and was completed in 2024				
TIP Action:	None				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No impact due to completed project	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2767	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bardstown Road Safety Study Implementation - Northern Phase	**Funding Source:**		**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$4,100,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264. Recommendations include improved pedestrian-scale lighting, a road diet that would reduce the roadway from 4 lanes to 2 with permanent parking on both sides of the street and dedicated turn lanes at signalized intersections from Broadway to Woodford Place.				
Justification:	Crashes along the corridor are noticeably high for both pedestrians and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update project description and project limits				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Update 2035, 2040 and 2050 scenarios	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2740	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bardstown Road Safety Study Implementation - Southern Phase	**Funding Source:**		**Open to Public Date:**	2035
Total Estimated Project Cost:	$3,300,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264. Bump-outs at specific locations to improve ped crossings, ~~removal of the existing alternating lane lights, expanding the travel lanes from 4 to 5 (adding TWLTL) from Douglass Boulevard to Taylorsville Road and~~ from Tyler Lane to Brighton Drive, improved crosswalks at several locations, a 10' shared use path from Eastview Avenue to Tyler Lane, dedicated turn lanes onto Tyler Lane, and improved traffic coordination for arrival and dismissal at Assumption High School, St. Raphael and Hawthorne Elementary.				
Justification:	Crashes along the corridor are noticeably high for both peds and autos. The critical crash rate for most of the corridor is well above 1. Over the last 5 years there has been an average of 40 collisions per month and 9 pedestrians collisions per year (both of which occur more frequently at night.) The multiple improvements proposed in the plan would help mitigate these unsafe conditions along one of Louisville's most vibrant urban corridors.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2025 scenario	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	223	**State ID:**	5-404.01
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Cooper Chapel Road Phase 3	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2025~~ 2028
Total Estimated Project Cost:	~~$30,699,792~~ $33,050,703		**Total Cost Programmed in TIP to date:**	~~$29,610,703~~ $33,050,703	
Description:	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.				
Justification:	The area south of I-265 (Gene Snyder Fwy.) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The Location and Feasibility Study will establish and preserve a corridor for the future extension of Cooper Chapel Road so that it can be established as a through route between KY 61 and US 31E. The roadway construction will provide access to an area that recently received sanitary sewers and city water service.				
FY 25-28 TIP Funding:	~~FY 2025 Utilities (U) phase with STBG-MPO funds:~~ ~~$1,500,000 (Federal) + $375,000 (Other) = $1,875,000 (Total)~~ FY 2025 Utilities (U) phase with STBG-MPO funds: $2,098,400 (Federal) + $524,600 (Other) = $2,623,000 (Total) ~~FY 2025 Construction (C) phase with STBG-MPO funds:~~ ~~$16,000,000 (Federal) + $4,000,000 (Other) = $20,000,000 (Total)~~ FY 2027 Construction (C) phase with STBG-MPO funds: $18,153,600 (Federal) + $4,538,400 (Other) = $22,692,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2539	**State ID:**	5-3034.00
County:	Jefferson	**Parent ID:**	1857	**Group ID:**	N/A
Project Name:	Louisville Loop Shared Use Path - McNeely Lake Segment	**Funding Source:**	Transportation Alternatives - MPO (TA-MPO)	**Open to Public (OTP) Date:**	2028
Total Estimated Project Cost:	~~$3,674,679~~ $7,442,040		**Total Cost Programmed in TIP to date:**	~~$3,338,679~~ $7,442,040	
Description:	Construct approximately two miles of new 10-12 foot wide asphalt/concrete shared use path through McNeely Lake Park. The first phase of the new shared use path will connect the recently constructed Loop path at Cedar Creek Road on the southeast side of the park to the existing park path at the west side of the McNeely Lake dam on the north side of the park. This segment of the Louisville Loop in McNeely Lake Park will include a new bridge over the lake at the dam spillway area and a trail head near the east end of the new path. The second phase of the new shared use path will connect the dam spillway area with Copper Chapel Road along the lake. This segment will include a new bridge over the lake near McNeely Lake Park Road.				
Justification:	McNeely Lake Park is a major urban park located in the southern part of Louisville which is experiencing a rapid transition from primarily agricultural to low and medium density residential land uses. As Louisville continues to grow in this area, there is a need for better connectivity and accessiblity from both existing and approved new neighborhoods to the recreational amenities in the 746-acre park which includes athletic fields, tennis and basketball courts, a playground, and extensive path and trail system used by pedestrians, cross-country teams and others. The 100-mile Louisville Loop is a shared use path planned to traverse McNeely Lake Park as it moves across the southern part of Louisville from the Jefferson Memorial Forest to the Parklands of Floyds Fork connecting neighborhoods, schools, work places and other community facilities.				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with TA-MPO funds: $242,689 (Federal) + $60,672 (Other) = $303,361 (Total) ~~FY 2027 Construction (C) phase with TA-MPO funds:~~ ~~$2,000,000 (Federal) + $500,000 (Other) = $2,500,000 (Total)~~ FY 2027 Construction (C) phase with TA-MPO funds: $5,040,000 (Federal) + $1,260,000 (Other) = $6,300,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2980	**State ID:**	5-584.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	**Funding Source:**	Carbin Reduction Program - MPO (CRP-MPO)	**Open to Public (OTP) Date:**	~~2028~~ 2029
Total Estimated Project Cost:	~~$1,812,500~~ $4,187,500		**Total Cost Programmed in TIP to date:**	~~$1,437,500~~ $4,187,500	
Description:	Design and construct an accessible shared-use path system, including amenities; and make improvements to portions of an existing shared-use path that connects the Big Four Bridge to Caperton Swamp. This corridor is approximately 3.5 miles of the 100+ mile Louisville Loop.				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with CRP-MPO funds: $550,000 (Federal) + $137,500 (Other) = $687,500 (Total) FY 2026 Right of Way (ROW) Phase with CRP-MPO Funds: $88,000 (Federal) + $22,000 (Other) = $110,000 (Total) FY 2026 Utilities (U) Phase with CRP-MPO Funds: $28,000 (Federal) + $7,000 (Other) = $35,000 (Total) ~~FY 2026 Construction (C) Phase with STBG-MPO Funds:~~ ~~$1,150,000 (Federal) + $287,500 (Other) = $1,437,500 (Total)~~ FY 2028 Construction (C) Phase with CRP-MPO Funds: $2,696,000 (Federal) + $659,000 (Other) = $3,355,000 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2025 scenario	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	1809	**State ID:**	5-470.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	One-Way Street Conversion to Two-Way Phase 1	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2024~~ 2027
Total Estimated Project Cost:	~~$7,216,175~~ $18,871,175		**Total Cost Programmed in TIP to date:**	~~$7,216,175~~ $18,871,175	
Description:	Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Boulevard (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).				
Justification:	One-way streets make for efficient movers of traffic, but can often introduce safety concerns for motorists, bicyclists and pedestrians because they tend to provide for higher travel speeds than two-way streets and in some cases hinder opportunities for economic development as certain businesses have a formal policy against locating on one-way streets. The benefits of two-way streets are numerous. They tend to have slower travel speeds than one-way streets, they reduce confusion for motorists unfamiliar with the area, they provide better access to both businesses and residential areas, and in some circumstances they can reduce the traffic load on other one-way streets.				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with STBG-MPO funds: $219,900 (Federal) + $54,975 (Other) = $274,875 (Total) ~~FY 2026 Construction (C) phase with STBG-MPO funds:~~ ~~$1,650,000 (Federal) + $412,500 (Other) = $2,062,500 (Total)~~ FY 2026 Construction (C) phase with STBG-MPO funds: $10,874,000 (Federal) + $2,843,500 (Other) = $13,717,500 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	TARC	**KIPDA ID:**	New	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Louisville Downtown Transit Center	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$16,000,000		**Total Cost Programmed in TIP to date:**	$1,250,000	
Description:	The Louisville Downtown Transit Center project would include two phases: (1) Establish operational specifications for a downtown transit center, identify potential locations, design line-level routing through downtown, facilitate stakeholder engagement and community input around the project, provide high level cost assumptions for land acquisition, design, and construction, and fund preliminary design documents. (2) Funding for engineering and construction of a Downtown Transit Center.				
Justification:	Transit centers provide critical, centralized infrastructure to transit users at high activity locations. These can include purchasing passes, transfering between routes, providing convenient locations for operators to relieve other operators, and other opportunities to enhance the transit experience. Transit centers consolidate services to a single location, increasing regional access to jobs and social services and improve operations. Transit centers can integrate other community amenities such as commercial space, public wi-fi, and restrooms for operators.				
FY 25-28 TIP Funding:	FY 2027 Design (D) phase with STBG-MPO funds: $1,000,000 (Federal) + $250,000 (Other) = $1,250,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	TARC	**KIPDA ID:**	NEW	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Zero-emission Bus Purchase	**Funding Source:**	Bus & Bus Facilities Capital Discretionary (Section 5339b)	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$4,300,250		**Total Cost Programmed in TIP to date:**	$4,300,250	
Description:	TARC will replace three diesel buses that have exceeded their useful lives with three zero-emission battery-electric buses				
Justification:	Maintaining the transit fleet state of good repair while reducing harmful emissions				
FY 25-28 TIP Funding:	*FY 2025 Transit Capital phase with 5339(b) funds: $3,643,825 (Federal) + $656,425 (Other) = $4,300,250 (Total)				
*Apportioned in 2024, programmed in 2025					

MTP Action:	N/A				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	TARC	**KIPDA ID:**	3409	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	2681
Project Name:	3rd Party Contractual Services	**Funding Source:**	Urbanized Area Capital Formula Funding (Section 5339)	**Open to Public Date:**	2027
Total Estimated Project Cost:	$5,000		**Total Cost Programmed in TIP to date:**	$5,000	
Description:	This project will provide inspection services during the manufacture of buses for TARC.				
Justification:	The Federal Transit Administration requires inspection on the manufacturing line of heavy-duty transit buses in most cases. Inspection provides assurance that expensive repairs will not be necessary due to mistakes in production.				
FY 25-28 TIP Funding:	*FY ~~2024~~ 2025 Transit Capital phase with 5339 funds: $4,000 (Federal) + $1,000 (Other) = $5,000 (Total)				
*Apportioned in 2024, programmed in 2025					
MTP Action:	N/A				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	TARC	**KIPDA ID:**	3410	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	2681
Project Name:	Management Information System Hardware	**Funding Source:**	Urbanized Area Capital Formula Funding (Section 5339)	**Open to Public Date:**	2026
Total Estimated Project Cost:	$40,000		**Total Cost Programmed in TIP to date:**	$40,000	
Description:	Replacement of IT components that have exceeded their useful lives				
Justification:	Replacement of components (servers, switches, etc.) necessary to administer, operate and maintain transit vehicles.				
FY 25-28 TIP Funding:	*FY ~~2024~~ 2025 Transit Capital phase with 5339 funds: $32,000 (Federal) + $8,000 (Other) = $40,000 (Total)				
*Apportioned in 2024, programmed in 2025					

MTP Action:	N/A				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	TARC	**KIPDA ID:**	3411	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	2681
Project Name:	Acquire Miscellaneous (Office) Equipment	**Funding Source:**	Urbanized Area Capital Formula Funding (Section 5339)	**Open to Public Date:**	2026
Total Estimated Project Cost:	$43,535		**Total Cost Programmed in TIP to date:**	$43,535	
Description:	This project replaces administrative equipment that has exceeded its useful life				
Justification:	This project will replace office equipment (copiers, furniture) that can no longer be repaired or have become costly to repair.				
FY 25-28 TIP Funding:	*FY ~~2024~~ 2025 Transit Capital phase with 5339 funds: $34,828 (Federal) + $8,707 (Other) = $43,535 (Total)				
*Apportioned in 2024, programmed in 2025					

AIR QUALITY CONFORMITY

At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (PM 2.5) nonattainment area, but that standard was revoked in April, 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic non-attainment area in June, 2004 and redesignated as an attainment area with a maintenance status in July, 2007. The 1997 8-hour ozone standard was revoked for the local area in April, 2015, and at that time, it was not necessary for the local area to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding).

In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Since that time, the monitoring data has indicated that the design value is sufficiently low that the local area can be redesignated as attainment of the 2015 8-hour ozone standard, and the air quality agencies with responsibility for the local area have undertaken steps to do so. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of US EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been found adequate by Region 5. They are still under review by Region 4. Meanwhile, in January 2023, the Kentucky portion of the local ozone nonattainment area was "bumped up" to a moderate ozone nonattainment area. Subsequently, EPA has proposed redesignation of the area to attainment based on recent air quality data incorporated into the prior SIP submittal.

KIPDA is amending C*onnecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and establishing the FY 2025 – FY 2028 Transportation Improvement Program as the new updated TIP. This conformity analysis will support conformity determnations 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 1997 and 2015 8-hour ozone standards.

CONFORMITY UNDER THE 1997 and 2015 8-HOUR OZONE STANDARDS

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 1997 and 2015 8-hour ozone standards have 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 2015 8-hour ozone standard or during the previous conformity process for *Connecting Kentuckiana 2050*.

Consultation for this amendment occurred during a video conference held on March 20, 2025. A total of 25 participants, representing nine federal, state, regional, and local agencies participated in the IAC Conference Call for Amendment 9 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and the *FY2025-FY2028 Transportation Improvement Program* (TIP). The list of participants included:

Participants:
EPA – Simone Jarvis, Sunday Gotvald, Diana Myers, Emma Moreo, Tony Maietta
FHWA – Nick Vail, La'Kesha Stewart, Tonya Higdon
KYTC – Tom Hall, Larry Chaney, Dasha Korostina
INDOT – Roy Nunnally
TARC – Aida Copic
LMAPCD – Matt King
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

Welcome/Roll Call:
Andy Rush started the meeting at 9:05am and took the roll.

Project Discussion:
Chris Nicolas provided a summary of background information regarding the new FY 2025 – FY 2028 TIP and Connecting Kentuckiana 2050 Metropolitan Transportation Plan. Nicolas noted that some of the projects on the list for the initial draft contain a disclaimer pending Amendment 8 federal approval. There were 22 project changes for review by the IAC. Nicolas also noted that some of the projects in this list would not typically need to be in an amendment but have been included based on the timeline of TIP updates. Rush noted that the "Graybrook Lane Extension" project should show "New Albany" as the project

sponsor—not "Floyd". Nicolas committed to making that change after the meeting and proceeded to provide a summary of other projects on the list. Nick Vail asked for clarification regarding the asterisks on the funding years in fiscal year 2023 and 2024 as these are outside the FY25 – FY28 TIP years. Nicolas clarified that the phases with asterisks are informational only for KIPDA records. Randy Simon pointed out that there is no air quality modelling analysis scenario for 2045. Nicolas committed to remove any reference to a 2045 model scenario from the list of projects. Simon and Nicolas clarified that KIPDA ID 3371 will be going from 2 lanes to 4 lanes. This was updated in the KIPDA travel model.

Nicolas continued to summarize new KYTC projects on the list. It was noted that the model year for US 31E should simply be for model year 2025 since the project's open to public date is 2025. Nicolas committed to making that change. Nicolas and Rush explained changes to State ID 5-80259/5-80253. Funding has been removed from one project because they added it twice to the Highway Plan. Having both projects in the TIP would be redundant. Rush explained that some road conversions as a part of KIPDA ID 1809 have already been completed, while some have not. When KIPDA staff updated the travel model to remove the project from the 2025 scenario, only the portions of the project which are not completed have been removed from the 2025 scenario. Nicolas continued to explain the projects on the list. Simone Jarvis pointed out that three of the TARC projects on the list should be considered "exempt".

Rush reiterated that the TIP is a subset of the MTP. While this process is meant to review the air quality projects changes for the new TIP, the current MTP will be amended for the ninth time, and the air quality analysis will be performed on the MTP. There is not currently a new MTP being processed. Vail asked for further clarification on Amendment 9 to the MTP and the TIP update, because the draft document stated, "FY 2023 – FY 2026 TIP" instead of "FY 2025 – FY 2028". This was determined to be a typo in the draft document that would be corrected in the future. Vail asked to make sure that there would be a 30-day comment period for public review. Diana Myers asked about the emissions budgets. Rush asked Myers if there were any major updates to the process of managing regional emission budgets. Myers stated that the process should be mostly the same since around January.

Matt King inquired whether KIPDA was using the MOVES 5 model for their current analysis and Simon clarified that KIPDA was still using the MOVES 4.01 model at this time. Simon and King discussed the meaning of the 2020 emissions budget as it relates to the 1997 emissions standard as well as new standards regarding gasoline in the air quality modelling. King, Rush, and Simon discussed where an appropriate future budget should be set relative to current emissions estimations. Simon asked if Sunday Gotvald had any comments regarding the information

Simon sent for Amendment 8. Gotvald stated that she had no comments on his submission. No other questions were asked by the group; so the meeting was adjourned at 9:50am.

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. These data represent the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2022 for the Indiana counties and for 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 1997 and 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 and/or precursor 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 and/or precursor 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 9 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 information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

<u>KIPDA Travel Demand Forecasting Model</u>

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area

presently consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model parameters were adjusted such that the model output matched—within reason—two main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; and (2) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2019. The updated travel model was used in the regional emissions analysis.

The KIPDA travel demand forecasting model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. The trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by the 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 a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on

the equations of the Highway Economic Reporting System (HERS). In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate "functional class".) There was not sufficient data to estimate speeds for the roadways of these classes. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e., the speed adjustment factor for rural and urban local roads and for ramps = 1).

Calculation of Pollutant/Precursor Emissions

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff developed travel model output data in the form of vehicle-miles-traveled (VMT) in three formats:~~,~~ (1) VMT by speed bin by MOBILE 6 facility type (road type) for each county, (2) VMT fractions by speed bin by county by MOBILE 6 facility type (road type) for each county, and (3) VMT and average speed by functional class for each county. KIPDA staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NOx).

<u>MOVES Emissions Model</u>

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NOx. The emission estimates for VOCs and NOx were determined using the MOVES 4.01 emissions model. KIPDA staff produced the emissions for all of the counties in the nonattainment/ maintenance area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/ maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those used in developing the ozone budgets update (for VOCs and NOx) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NOx emissions included:

(1) improved consistency and completeness of gasoline data provided with the new MOVES model,
(2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT),
(3) the incorporation of newer vehicle registration data (for 2023) for Jefferson County (provided by KYTC, and

(4) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The emissions for Bullitt and Oldham counties were also developed by KIPDA staff. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. As mentioned above, RFG is used in some portions (the "original" portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the "new" portions) of those counties as well as the areas adjacent to the nonattainment area. The "original" portions and "new" portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990's) or had only been designated under the 1997 8-hour ozone standard. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties were modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NOx emissions included:
(1) improved consistency and completeness of gasoline data provided with the new MOVES model,
(2) the characterization of gasolines described in the previous paragraph,
(3) the incorporation of newer vehicle registration data (for 2023) for Bullitt and Oldham counties (provided by KYTC, and
(4) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

KIPDA staff developed emission estimates of VOCs and NOx using the MOVES model. To review, the following steps were undertaken.
(1) KIPDA staff received developed the adjusted travel model output in the forms of VMT and average speed, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year, as described above.
(2) KIPDA reformatted the data to prepare it as input to the MOVES model.

(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 metropolitan 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 and/or precursor emissions of the appropriate areas did not exceed the VOC and NOx motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in the 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 analysis for ozone precursors are discussed below.

<u>8-hour Ozone Analysis</u>
The eight-hour ozone redesignation SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1, 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 NOx emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 3 shows that for 2025 and 2030, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than 2020 emission budgets in the 1997 8-hour ozone redesignation SIP.

<u>Conclusions – 8-hour Ozone</u>

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 1997 and 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**	**26517**	**34589**
2030	**8486**	**27944**	**36430**
2035	**8907**	**29276**	**38183**
2040	**9348**	**30486**	**39834**
2050	**10220**	**32870**	**43090**

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 2015 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	**Area**	**VOCs**	**NOx**	**PASS**
2025	**Regional**	**7958**	**15580**	**YES**
2030		**5735**	**9904**	**YES**
2035		**4616**	**6519**	**YES**
2040		**3889**	**5144**	**YES**
2050		**3135**	**4265**	**YES**

NOTE: The criteria for conformity for the INDIANA counties are as follows:

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.

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.

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.

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.

TABLE 3

SUMMER WEEKDAY EMISSIONS FOR THE 1997 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	**Area**	**VOCs**	**Nox**	**PASS**
2025	**Regional**	**7958**	**15580**	**YES**
2030		**5735**	**9904**	**YES**
2035		**4616**	**6519**	**YES**
2040		**3889**	**5144**	**YES**
2050		**3135**	**4265**	**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.

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

KIPDA

Agenda Item #6

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: May 7, 2025

SUBJECT: Indiana MPO-Dedicated Funding

KIPDA staff will present a variety of project funding adjustments needed after the spring quarterly mpo-dedicated project review meeting held on April 25th and an emergency follow-up meeting held on May 5th.

Additionally, an agreement has been made with the Columbus, IN MPO (CAMPO) to provide $500,000 of KIPDA's MPO-dedicated funding in FY27 and $840,223 in FY28 to CAMPO. In return, KIPDA will receive $1,340,233 in FY26. This is a dollar-for-dollar match. A majority of these funds will be programmed to the construction phase of Floyd County's Bridge 51 project (KIPDA ID 1558).

Action requested to recommend approval of the project changes that will be presented and the funding swap agreement with CAMPO.

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

KIPDA

Agenda Item #7

MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Chris Nicolas

DATE: May 7, 2025

SUBJECT: Roadway Functional Classification Update

KIPDA staff will present a list of proposed roadway functional classification updates which were discussed at five regional meetings held this spring. Summary details of the changes are included in this meeting packet. KIPDA staff plan to submit the GIS shapefiles to the state transportation agencies following TTCC and TPC committee approval.

This timing is in response to the 2020 Census Urbanized Area Boundary (UAB) release. The highway functional classification updates associated with the 2020 FHWA adjusted UAB must be approved by the state transportation agencies and FHWA division offices by December 29, 2025.

To inform the process, staff used FHWA highway functional classification guidelines, the 2020 adjusted UAB update, and local knowledge. A list of recommendations was created for Jefferson, Bullitt, and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana. Many considerations were made to support requests for the appropriate update, such as viewing the region/roadways in the present tense, current classification consistency as per FHWA guidelines, and regional development following the previous UAB update.

Although requests do not need to wait for a decennial census UAB update, KIPDA staff have taken the task of coordinating with regional and local state planners to review the MPA region and create a package of recommendations following the FHWA adjusted UAB every ten years.

Action is Requested

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ROADWAY FUNCTIONAL CLASSIFICATION

	1	Interstate	Interstates, freeways, and expressways - have directional travel lanes with access limited to on/off ramps and are usually separated by a physical barrier. These road types are at are at the top of the functional classification hierarchy.
	2	Other Freeways & Expressways	
	3	Other Principal Arterial	Principal Arterials – provide continuity with mobility through long distances, serve major activity centers, carry a high portion of total urban travel on a minimum of milage yet include more access points than the top 3 classifications.
	4	Minor Arterial	Minor Arterials - urban minor arterials interconnect and support principal arterials by providing moderate length trips to serve smaller geographic areas. May contain transit routes and provide intra-community continuity. Spacing is in intervals and based on population density in rural areas.
	5	Major Collector	Major Collectors - are longer in length, higher speeds, and have less access points than minor collectors. Provide connection between arterial and local roads and pass-through neighborhoods for a significant distance and are spaced at greater intervals than arterials.
	6	Minor Collector	Minor Collectors – typically have lower AADT and less travel lanes than major collectors. Neighborhoods are passed through at shorter distances, speeds are lower and there are fewer signalized intersections.
	7	Local	Local Roads – are often classified by default once all arterial and collector roads have been identified.

All public roadways are assigned a classification of 1-7 urban, or 1-7 rural. Roadways within the 2020 FHWA Adjusted Urbanized Area Boundary (UAB) are "urban" and roadways outside of the boundary are "rural". In most cases, only urban roads classified with 1-6 and rural roads classified with 1-5 are eligible for federal transportation funding.

BULLITT COUNTY, KENTUCKY

Road Name	Current Functional Classification	Proposed Functional Classification	Begin Termini	End Termini
US-31 EX	4 Minor Arterial	5 Major Collector	US-31E SOUTH OF KY-44	US-31E NORTH KY-44
KY-2706 (GREENBRIAR RD/WALES RU	6 Minor Collector	5 Major Collector	KY-44	FLATLICK RD
KY-44	4 Minor Arterial	3 Other Principal Arterial	KY-61 (S BUCKMAN ST)	US-31E
KY-1450	7 Local	6 Minor Collector	KY-61 (PRESTON HWY)	KY-1526
KY-6302 (OLD PRESTON HWY)	5 Major Collector	6 Minor Collector	KY-1116 (OLD PRESTON HWY N)	BULLITT/JEFFERSON CO LINE
PARK VIEW AVE	7 Local	6 Minor Collector	WALES RUN/FLATLICK RD	LANDIS LN
LANDIS LN	7 Local	6 Minor Collector	PARK VIEW AVE	US-31 EX

JEFFERSON COUNTY, KENTUCKY

Road Name	Current Functional Classification	Proposed Functional Classification	Begin Termini	End Termini
LONGFIELD AVE	5 Major Collector	7 Local	TAYLOR BLVD	S 5TH STREET
SENECA TRL	5 Major Collector	7 Local	S 3RD STREET	SOUTHSIDE DR
S 4TH STREET	5 Major Collector	7 Local	S 5TH STREET	OAKDALE AVE
PLANTSIDE DRIVE	7 Local	5 Major Collector	TUCKER STATION RD	REHL RD
REHL ROAD	7 Local	5 Major Collector	TUCKER STATION RD	PLANTSIDE DRIVE
CRITTENDEN DRIVE	7 Local	5 Major Collector	STRAWBERRY LN	GRADE LN
W KENTUCKY ST	7 Local	5 Major Collector	S 15TH STREET	9TH STREET
LOGISTICS DR	7 Local	5 Major Collector	CANE RUN RD	GREENBELT HWY
SPROWL RD	7 Local	6 Minor Collector	COLLEGE DR	TAYLORSVILLE RD
ELLINGSWORTH LN	7 Local	6 Minor Collector	BLANKENBAKER PKWY	TUCKER STATION RD

OLDHAM COUNTY, KENTUCKY

Road Name	Current Functional Classification	Proposed Functional Classification	Begin Termini	End Termini
LOCKE LN	7 Local	6 Minor Collector	KY-329	KY-42
CLORE LN	7 Local	6 Minor Collector	KY-22	SPRING HILL TRACE
SPRING HILL TRACE	7 Local	6 Minor Collector	CLORE LN	KY-329
OLD HENRY RD	Newly Constructed Road	5 Major Collector	JEFFERSON/OLDHAM CO LINE	KY-362
ASH AVE	6 Minor Collector	5 Major Collector	OLD HENRY RD	HAWLEY GIBSON RD
EDEN PKWY	Newly Constructed Road	5 Major Collector	ERNIE HARRIS PKWY	NEW MOODY LN
ERNIE HARRIS PKWY	Newly Constructed Road	5 Major Collector	KY-146	KY-53
OLD LAGRANGE RD	7 Local	6 Minor Collector	MATTINGLY RD	KY-146
COMMERCE PKWY	Newly Constructed Road	6 Minor Collector	MATTINGLY RD	KY-393
MATTINGLY RD	7 Local	6 Minor Collector	OLD LAGRANGE RD	COMMERCE PKWY
OLD LAGRANGE RD	7 Local	6 Minor Collector	N OLD LAGRANGE RD CONNECTOR	MATTINGLY RD
CEDAR PT RD	7 Local	6 Minor Collector	KY-146	KY-193

Highlighted row indicates a change from rural to urban

CLARK COUNTY, INDIANA

Road Name	Current Functional Classification	Proposed Functional Classification	Begin Termini	End Termini
SALEM NOBLE RD	6 Minor Collector	5 Major Collector	COUNTY RD 403	HWY 62
DAVE CARR RD	7 Local	6 Minor Collector	HWY 62	CHARLESTOWN BETHLEHEM RD
CHARLESTOWN BETHLEHEM RD	7 Local	6 Minor Collector	DAVE CARR RD	BLUE RIDGE RD
PERRY CROSSING RD	4 Minor Arterial	5 Major Collector	I 65	US 31
BIGGS RD	7 Local	5 Major Collector	BLUE LICK RD	US 31
BENNETTSVILLE RD	7 Local	6 Minor Collector	EBENEZER CHURCH RD	STATE ROAD 60
COLUMBUS MANN RD	7 Local	6 Minor Collector	EBENEZER CHURCH RD	PERRY CROSSING RD
TUNNEL MILL RD	7 Local	6 Minor Collector	MONROE ST	CHARLESTOWN NEW MARKET RD
TALL OAKS DR	7 Local	6 Minor Collector	CHARLESTOWN PIKE	NOLE DR
NOLE DR	7 Local	6 Minor Collector	TALL OAKS DR	SPORTSMAN DR
SPORTSMAN DR	5 Major Collector	6 Minor Collector	NOLE DR	E 10TH STREET
W HARRISON AVE	5 Major Collector	7 Local	N RANDOLPH AVE	N OAK ST
BROWN STATION WAY	2 Other Freeways and Expressways	3 Other Principle Arterials	E SPRING STREET	I 65
SAM GWIN DR	5 Major Collector	7 Local	VETERANS PKWY	GILTNER LN
GILTNER LN	5 Major Collector	7 Local	BROADWAY ST	SAM GWIN DR
AUGUSTA DR	5 Major Collector	6 Minor Collector	HAMBURG PIKE	CHARLESTOWN PIKE
VETERANS PKWY	4 Minor Arterial	3 Other Principle Arterials	LOMBARDY DR	WOEHRLE RD
W COURT AVE	7 Local	4 Minor Arterial	WOERNER AVE	SO INDIANA AVE
E HWY 62	4 Minor Arterial	3 Other Principle Arterials	UTICA SELLERSBURG RD	STACY RD
HWY 311	4 Minor Arterial	3 Other Principle Arterials	COUNTY LINE RD	SO INDIANA AVE
W ST JOE RD	7 Local	6 Minor Collector	COUNTY LINE RD	STATE ROAD 60
COUNTY LINE RD	7 Local	6 Minor Collector	W ST JOE RD	PAYNE KOEHLER RD
W ST JOE RD	7 Local	6 Minor Collector	HWY 111	W ST JOE RD
BROADWAY ST	7 Local	5 Major Collector	VETERANS PKWY	GILTNER LN
BROADWAY ST	5 Major Collector	6 Minor Collector	GILTNER LN	END OF ROAD
SAM GWIN DR	5 Major Collector	6 Minor Collector	PROGRESS WAY	VETERANS PKWY
CLEVIDENCE BLVD	4 Minor Arterial	7 Local	VETERANS PKWY	BROADWAY ST
CO RD 403	3 Other Principle Arterials	4 Minor Arterial	SALEM NOBLE RD	MARKET STREET
HIGH JACKSON RD	4 Minor Arterial	6 Minor Collector	BETHANY RD	MARKET STREET
OLD BETHANY RD	5 Major Collector	7 Local	BETHANY RD	BETHANY RD
PIXLEY KNOB RD	5 Major Collector	6 Minor Collector	COUNTY LINE	HENRYVILLE BLUELICK RD
MEMPHIS BLUE LICK RD	5 Major Collector	6 Minor Collector	HENRYVILLE BLUELICK RD	BARTLE KNOB RD
CRONE RD	7 Local	6 Minor Collector	EBENEZER CHURCH RD	CUMMINS RD
CUMMINS RD	6 Minor Collector	7 Local	WILSON SWITCH RD	CRONE RD
HEAVEY HAUL RD	7 Local	5 Major Collector	NEW MIDDLE RD	OLD SALEM RD
UTICA SELLERSBURG RD	5 Major Collector	7 Local	MIDDLE RD	HEAVY HAUL RD
NEW MIDDLE RD	7 Local	5 Major Collector	CENTENNIAL BLVD	UTICA SELLERSBURG RD
NEW MIDDLE CT	7 Local	5 Major Collector	MIDDLE RD	NEW MIDDLE RD
CENTENNIAL BLVD	5 Major Collector	7 Local	HEARTLAND WAY	NEW MIDDLE RD
MIDDLE RD	5 Major Collector	7 Local	CENTENNIAL BLVD	NEW MIDDLE CT
WALL ST	4 Minor Arterial	5 Major Collector	SPRING ST	E MARKET ST
PEARL ST	7 Local	6 Minor Collector	W COURT AVE	W MARKET ST
SO INDIANA AVE	4 Minor Arterial	7 Local	N SHORE DR	W COURT AVE
SO INDIANA AVE	7 Local	6 Minor Collector	W MARKET ST	W SHORE DR
W SHORE DR	7 Local	6 Minor Collector	SO INDIANA AVE	W COURT AVE
US ROUTE 31	3 Other Principle Arterials	2 Other Freeways and Expressways	STATE LINE	E 10TH ST ON RAMP
W HARRISON AVE	5 Major Collector	7 Local	N RANDOLPH AVE	S OAK ST
BATES BOWER AVE	5 Major Collector	7 Local	GREENWOOD	E 12TH ST
APPLEGATE LANE	5 Major Collector	6 Minor Collector	E LEWIS CLARK PKWY	IRVING DR

FLOYD COUNTY, INDIANA

Road Name	Current Functional Classification	Proposed Functional Classification	Begin Termini	End Termini
HWY 150	4 Minor Arterial	3 Other Principal Arterials	COUNTY LINE	I 64
STATE RD 111	5 Major Collector	4 Minor Arterial	OLD RIVER RD	COUNTY LINE
EAGLE LN	5 Major Collector	7 Local	CORYDON PIKE	END OF ROAD
CHARLESTOWN RD	4 Minor Arterial	3 Other Principal Arterials	I 265	COUNTY LINE
BAYLOR WISSMAN RD	7 Local	6 Minor Collector	STATE ROAD 64	CORYDON RIDGE RD
CORYDON RIDGE RD	7 Local	6 Minor Collector	BAYLOR WISSMAN RD	STATE RD 62
E LUTHER RD	7 Local	6 Minor Collector	HWY 150	PAOLI PIKE
LAWRENCE BANET RD	7 Local	6 Minor Collector	HWY 150	E LUTHER RD
SCHRIEBER RD	7 Local	6 Minor Collector	W LUTHER RD	OLD VINCENNES RD
W LUTHER RD	7 Local	6 Minor Collector	OLD VINCENNES RD	HWY 150
GLENMILL RD	7 Local	6 Minor Collector	SPICKERT KNOB RD	GREEN VALLY RD
SPICKERT KNOB RD	7 Local	6 Minor Collector	SPICKERT KNOB RD	GLENMILL RD
SKYLINE DR	7 Local	6 Minor Collector	MOSER KNOB RD	SPICKERT KNOB RD
MOSER KNOB RD	7 Local	6 Minor Collector	SKYLINE DR	SKYLINE DR
SKYLINE DR	7 Local	6 Minor Collector	RENN RD	MOSER KNOB RD
MOSER KNOB RD	7 Local	6 Minor Collector	SKYLINE DR	GREEN VALLY RD
GRANT LINE RD	7 Local	4 Minor Arterial	E DAISY LN	CHARLESTOWN RD
STATE STREET	4 Minor Arterial	3 Other Principal Arterials	I - 265	W MAIN ST
E 8TH STREET	7 Local	5 Major Collector	E ELM STREET	E SPRING STREET
E 10TH STREET	7 Local	4 Minor Arterial	CULBERSON AVE	E MAIN STREET
CULBERTSON AVE	7 Local	4 Minor Arterial	E 8TH STREET	E 10TH STREET
E 4TH STREET	7 Local	6 Minor Collector	CULBERSON AVE	E MAIN STREET
W MARKET STREET	7 Local	5 Major Collector	W 7TH STREET	W 5TH STREET
W 4TH STREET	7 Local	5 Major Collector	W MARKET ST	W MAIN ST
SCHRIEBER RD	7 Local	5 Major Collector	W ELM ST	W SPRING ST
FLOYD STREET	4 Minor Arterial	6 Minor Collector	10TH STREET	E 18TH STREET
10TH STREET	4 Minor Arterial	6 Minor Collector	W MAIN ST	FLOYD STREET
SILVER STREET	7 Local	5 Major Collector	E MARKET STREET	E MAIN STREET
E MAIN STREET	7 Local	5 Major Collector	VINNCENNES ST	SILVER STREET
E MARKET STREET	5 Major Collector	6 Minor Collector	VINNCENNES ST	BEHARRELL AVE
JACQUES LN	5 Major Collector	7 Local	GRANTLINE RD	END OF ROAD
CASTLEWOOD DR	7 Local	6 Minor Collector	UNIVERSITY WOODS DR	KLERNER LN
UNIVERSITY WOODS DR	7 Local	6 Minor Collector	GRANTLINE RD	CASTLEWOOD DR
BALDWIN DR	5 Major Collector	7 Local	GREEN VALLEY RD	JANIE LANE
JANIE LANE	5 Major Collector	7 Local	BALDWIN DR	END OF ROAD
FRANKLIN DR	7 Local	6 Minor Collector	W DAISY LANE	MAEVI DR
GREENBRIAR DR	7 Local	6 Minor Collector	MAEVI DR	GREEN VALLEY RD
COYLE DR	7 Local	6 Minor Collector	STATE STREET	W DAISY LN
PROGRESS BLVD	7 Local	6 Minor Collector	HAUSFELDT LN	MOUNT TABOR RD
GREEN VALLEY RD	5 Major Collector	4 Minor Arterial	HAUSFELDT LN	MOUNT TABOR RD
BUGABOO LN	7 Local	6 Minor Collector	CHAPEL LN	COUNTY LINE

Highlighted rows indicate a change from urban to rural.

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

KIPDA

Agenda Item #8

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Eronmonsele Esekhaigbe Ph.D.

DATE: May 7, 2025

SUBJECT: CMP Update – Draft Ready for Recommendation

As a follow-up to our previous presentation, we are providing an update on the Congestion Management Process (CMP) update and present the draft document for your recommendation to the Transportation Policy Committee. As a reminder, the CMP is a federally required process under the Infrastructure Investment and Jobs Act (IIJA) for Transportation Management Areas (TMAs) with populations exceeding 200,000. Its purpose is to systematically identify, analyze, and monitor congestion while developing data-driven strategies to improve traffic flow within our region.

KIPDA staff have been actively organizing and analyzing traffic data to identify congestion trends and patterns. A key component of this work involves leveraging data from StreetLight, which enables us to assess congestion levels across various roadways within the KIPDA region with greater precision. We have compiled the draft CMP based on our findings and are recommending it be advanced to the Transportation Policy Committee for approval.

We look forward to your review and support as we take this important step toward improving regional transportation outcomes.

Action is required.

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Kentuckiana Regional Planning & Development Agency

2025 Congestion Management Process

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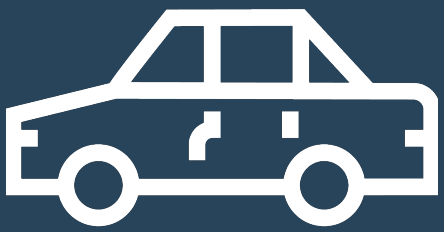
Chapter 1



Introduction to the CMP: Findings & Analysis Report

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods where possible and desired. A congestion management process (CMP) is a systematic and regionally accepted approach for identifying and managing congestion to provide accurate, up-to-date information on system performance and to assess alternative strategies for congestion management that meet state and local needs. By leveraging data-driven methodologies, the CMP identifies areas of significant congestion, assesses their underlying causes, and evaluates potential solutions to enhance the efficiency of the transportation network. This process supports regional planning efforts by providing a clearer understanding of traffic patterns, roadway performance, and travel conditions. CMP is an essential tool in promoting a more resilient and responsive transportation system, aligning with broader goals such as safety, system reliability, sustainability, and economic vitality.

A CMP is federally required under 23 CFR 450.322 of the Fixing America's Surface Transportation (FAST) Act in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). The Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) qualifies as a TMA. Federal requirements also state that, in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process. In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP takes on a greater significance. Federal law prohibits some projects resulting in a significant increase in carrying capacity for single occupant vehicles (SOVs) from being programmed in these areas unless the project is addressed through the region 's CMP.

The CMP is an on-going process, continuously progressing and adjusting over time as goals and objectives change, new congestion issues arise, new information sources become available, and new strategies are identified and evaluated.

The Purpose of the CMP

Efforts to mitigate congestion in urban areas place significant demands on transportation planning and funding availability. A Congestion Management Process (CMP) plays a crucial role in enhancing the regional transportation system by integrating congestion concerns with broader community objectives, such as transit use, livability, and land use planning.

The CMP serves as a centralized planning tool that consolidates congestion data, facilitating the identification of effective congestion management strategies and the evaluation of their impacts. To ensure a comprehensive and efficient approach, congestion management goals should be aligned with other regional planning objectives. Rather than functioning as an independent process, the CMP is designed to be an integral component of the overall transportation planning framework.

The CMP establishes a systematic method for incorporating congestion issues into metropolitan transportation planning. It provides a consistent and coordinated framework for addressing congestion while both informing and drawing insights from other planning processes.

By identifying short-, medium-, and long-term congestion management strategies, the CMP ensures a targeted approach to congestion relief at the system-wide, corridor, and site-specific levels. It helps prioritize solutions that align with community needs and support the broader regional vision.

Federal Requirements

The requirement for a Congestion Management Process (CMP) in Transportation Management Areas (TMAs) (urbanized areas with populations over 200,000) has evolved through key federal transportation laws. The Intermodal Surface Transportation Efficiency Act (ISTEA) (1991) first established CMP requirements, with SAFETEA-LU (2005) strengthening regulations and emphasizing performance-based strategies. The Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012) introduced a broader performance-based planning framework, encouraging systematic data collection and integration of CMP into transportation performance measurement. The Fixing America's Surface Transportation Act (FAST Act) (2015) reinforced multimodal congestion solutions such as transit, biking, and walking. Most recently, the Infrastructure Investment and Jobs Act (IIJA) (2021) continued CMP mandates while significantly expanding federal funding for multimodal and sustainable transportation projects, incorporating priorities such as equity, climate resilience, and emissions reduction.

Metropolitan Planning Organizations, or MPOs, such as the KIPDA MPO, are charged with carrying out a comprehensive, continuing, and cooperative (3-C) process to support the identified needs, vision, and goals for the region. The Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) are the primary tools the Transportation Policy Committee uses to implement their adopted vision and goals, and integration of the CMP into these products is key to the comprehensive planning process. Both CMP and MTP are data driven planning efforts that rely on an understanding of existing conditions in order to make forecasts of future conditions. The CMP provides an opportunity to consider detailed data concerning the operation of transportation facilities in the region.

As part of the CMP, congestion management strategies are identified, assessed, programmed, implemented, and evaluated for effectiveness. The process through which this is accomplished consists of the activities listed below. Inherent in this process is the ability to update the CMP in conjunction with other elements of the overall metropolitan transportation planning process.

- Establishing Regional Objectives
- Defining the CMP Network
- Establishing Performance Measures
- Identifying sources and methodology for Data Collection
- Identifying Congestion
- Developing Congestion Mitigation Strategies
- Reviewing Strategy Effectiveness

Regional Traffic Volume Trends

KIPDA staff selected key spots across the region to study traffic volume trends. These locations were chosen from various counties within the region and include the five Ohio River crossings. The KIPDA MPO region includes five crossings of the Ohio River between Kentucky and Indiana: the I-65 Kennedy-Lincoln Bridge, the I-64 Sherman Minton Bridge, the US 31 Clark Bridge, the KY 841/IN 265 Lewis & Clark Bridge, and the US 421 Milton-Madison Bridge.

Traffic Volume Trend on the Ohio River Crossings

Figure 1-3 below shows the trend of traffic volumes on the Ohio river crossing during the morning, mid-day and evening time of day respectively. From the figures, we see that traffic volumes on the I-65 Kennedy-Lincoln Bridge and I-64 Sherman Minton Bridge declined starting in late 2020. Although traffic on the I-65 Kennedy-Lincoln Bridge has slightly increased in 2024, the trend remains generally lower. The US 31 Clark Bridge and KY 841/IN 265 Lewis & Clark Bridge saw a slight drop in traffic volumes in 2021 but have consistently increased since then. Meanwhile, traffic volumes on the US 421 Milton-Madison Bridge have remained stable. This trend is consistent at different times of the day.

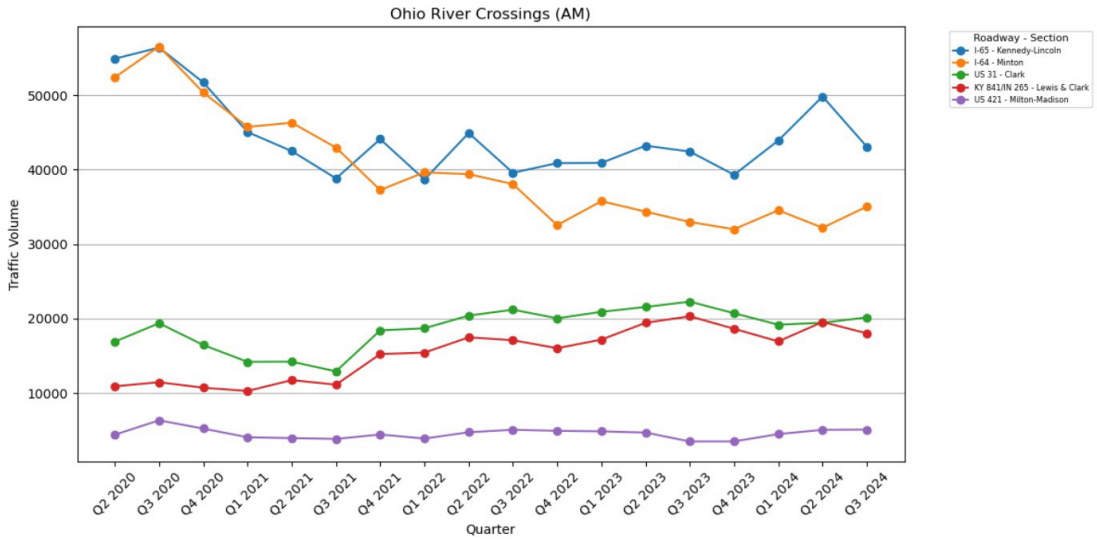


Figure 1: Ohio River Crossing (Morning)

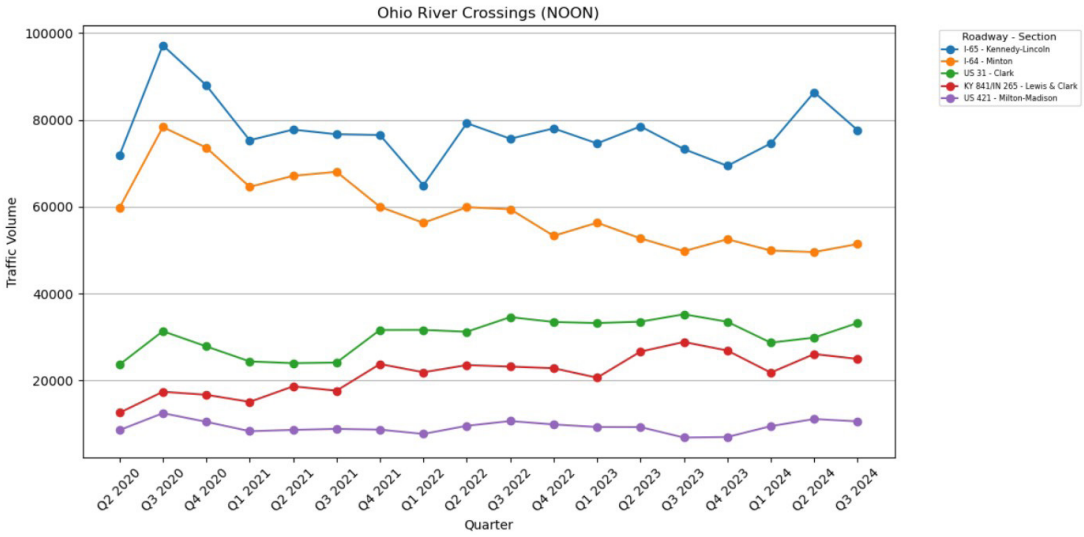


Figure 2: Ohio River Crossing (Midday)

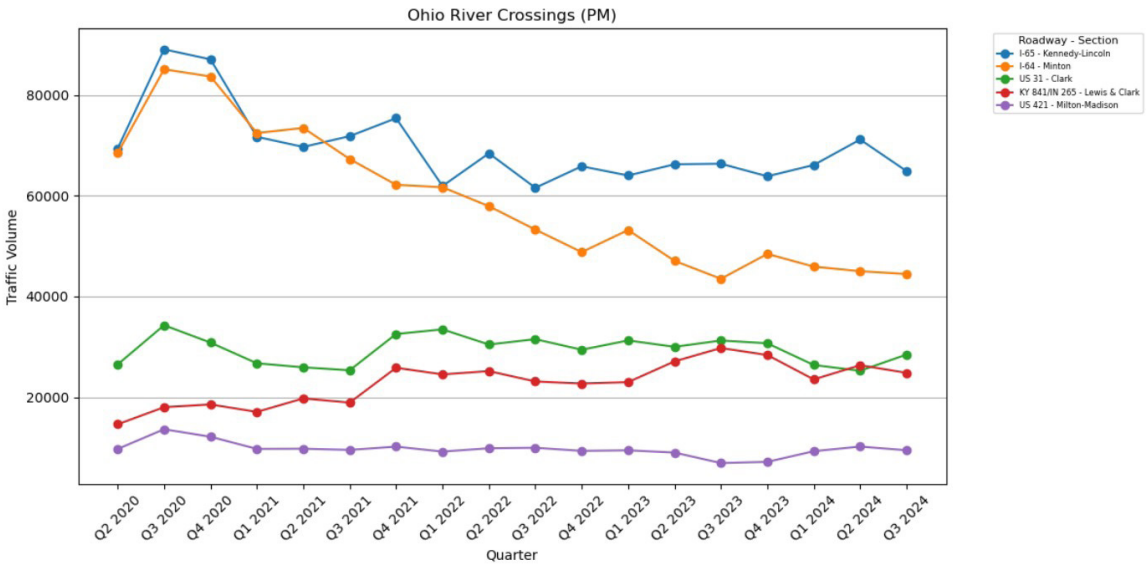


Figure 3: Ohio River Crossing (Late Afternoon/Evening)

Traffic Volume Trend on the Ohio River Crossings

Traffic volume trends indicate a slight decline in the early months of 2021, followed by a gradual increase in the mornings. During midday hours, traffic has been steadily rising since 2020 at the selected locations. In the evenings, traffic volumes experienced a sharp drop but have been gradually recovering since early 2021.

Bullitt County:

Figure 4 shows the morning traffic trend in selected roadways in Bullitt County, figure 5 shows the midday trend and figure 6 shows the late-afternoon traffic trend.

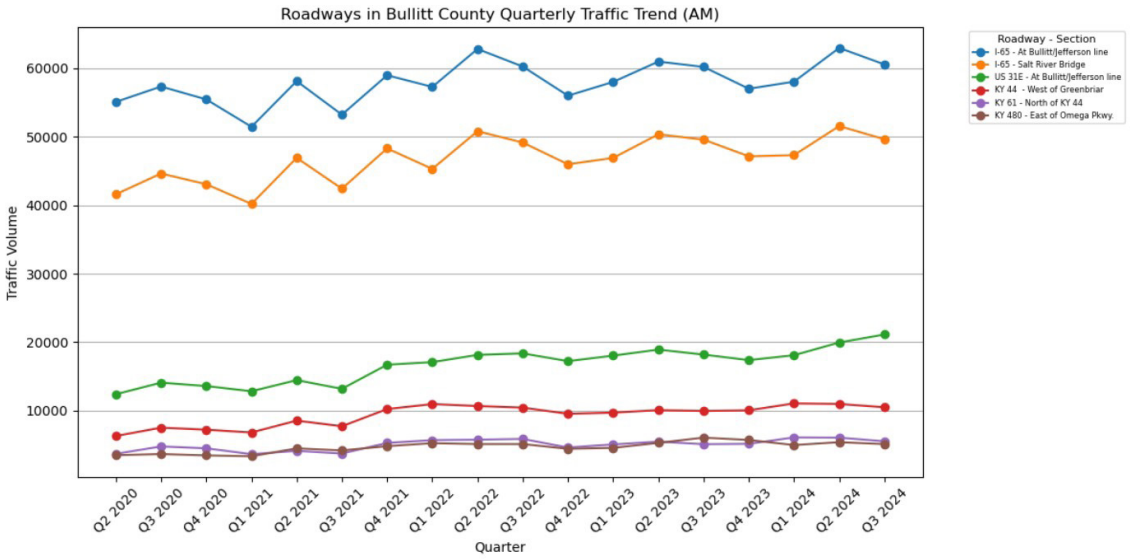


Figure 4: Roadways in Bullitt County (Morning)

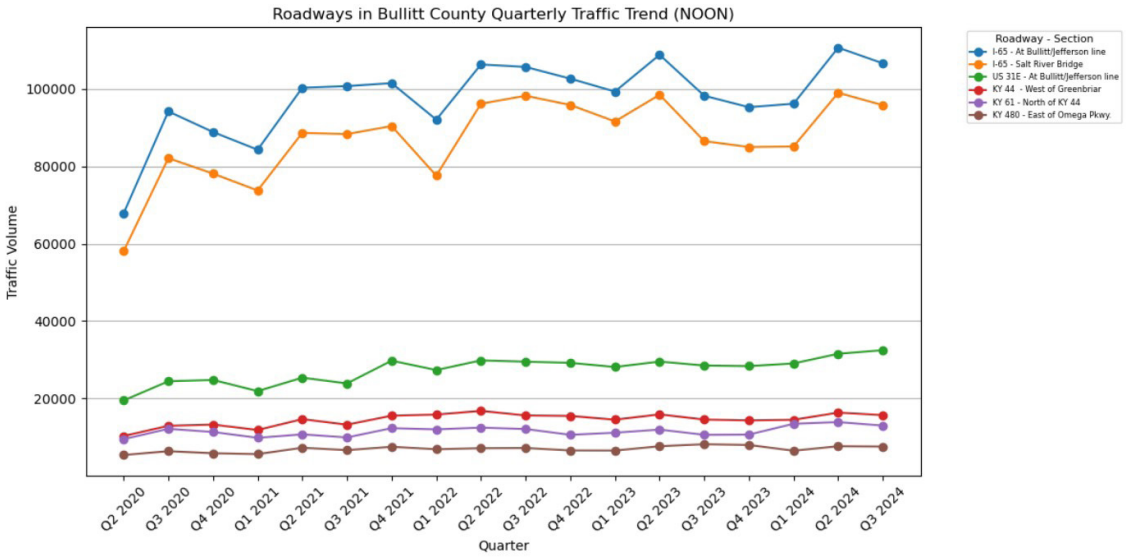


Figure 5: Roadways in Bullitt County (Midday)

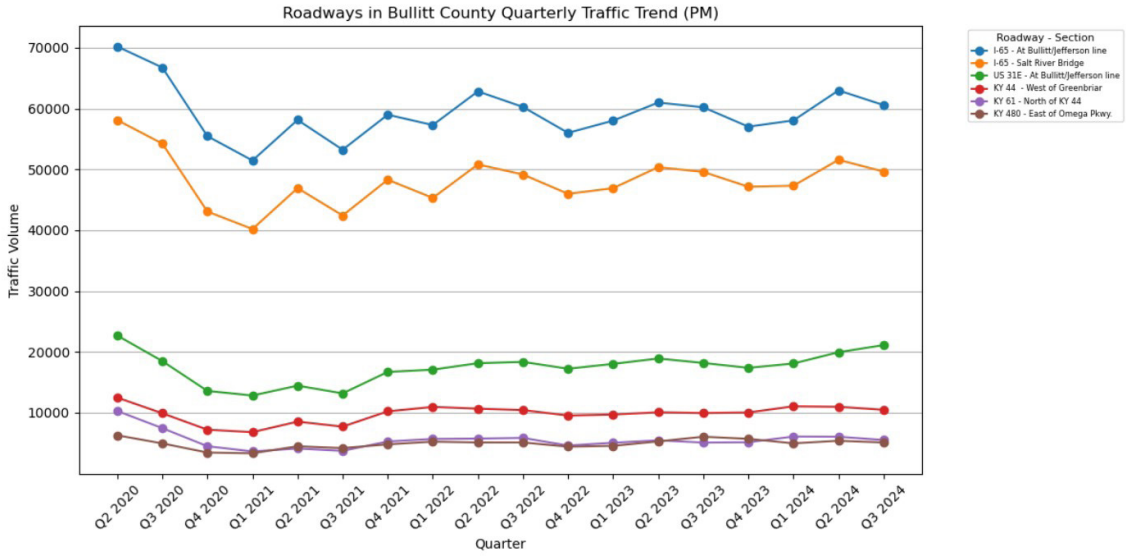


Figure 6:Selected Roadways in Bullitt County (Late Afternoon)

Clark County:

Figure 7 shows the morning traffic trend in selected roadways in Clark County, figure 8 shows the midday trend and figure 9 shows the late-afternoon traffic trend.

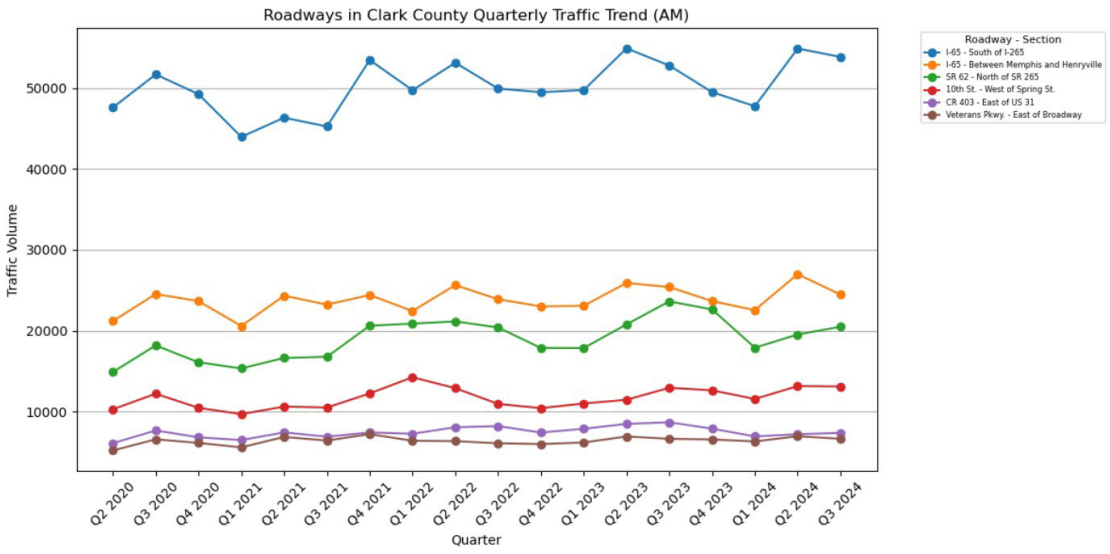


Figure 7: Clark County (Morning)

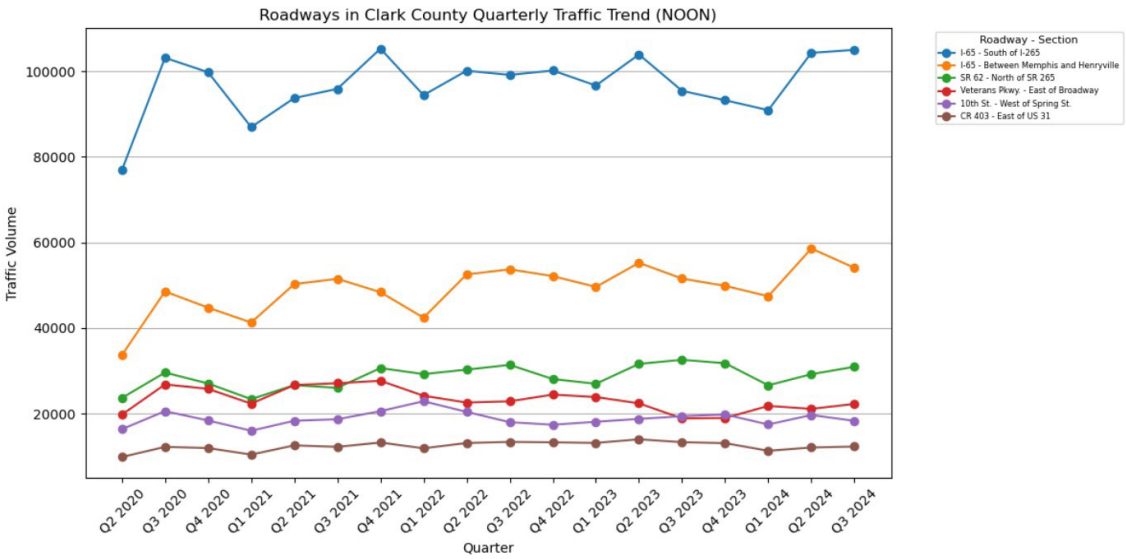


Figure 8: Clark County (Midday)

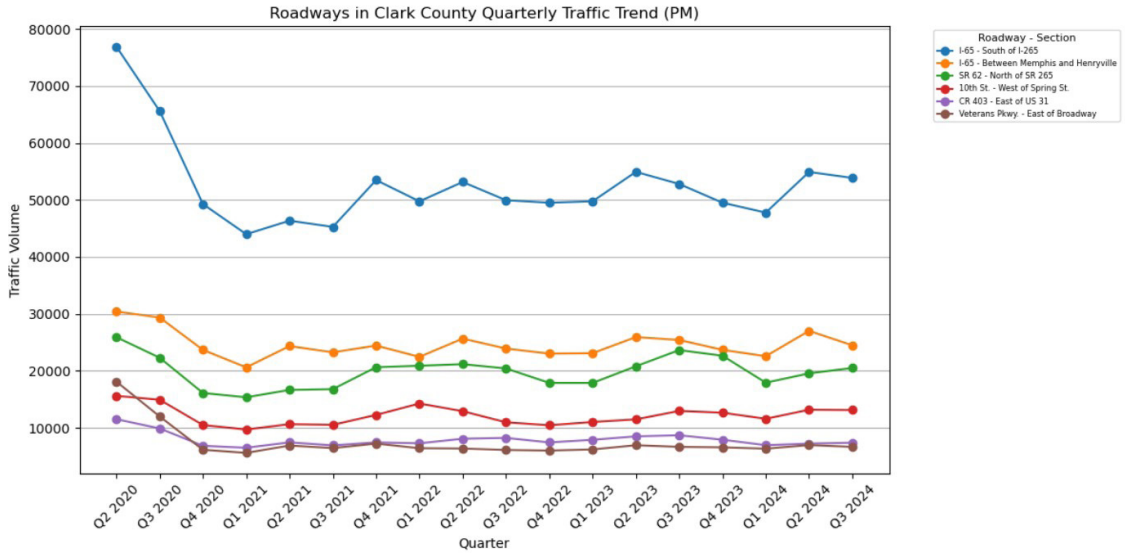


Figure 9: Clark County (Late Afternoon)

Jefferson County:

Figure 10 shows the morning traffic trend in selected roadways in Jefferson County, figure 11 shows the midday trend and figure 12 shows the late-afternoon traffic trend.

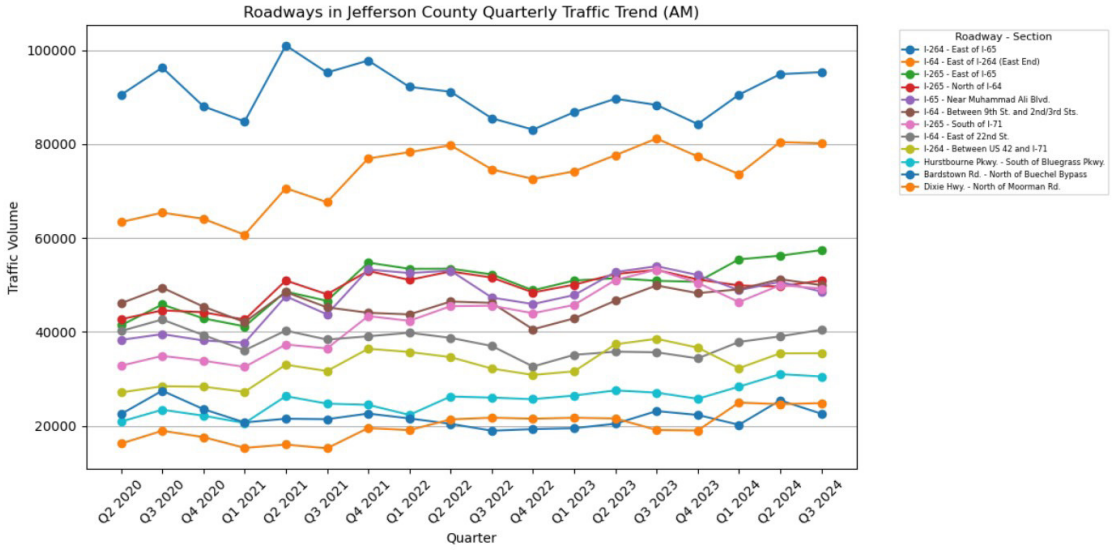


Figure 10: Jefferson County (Morning)

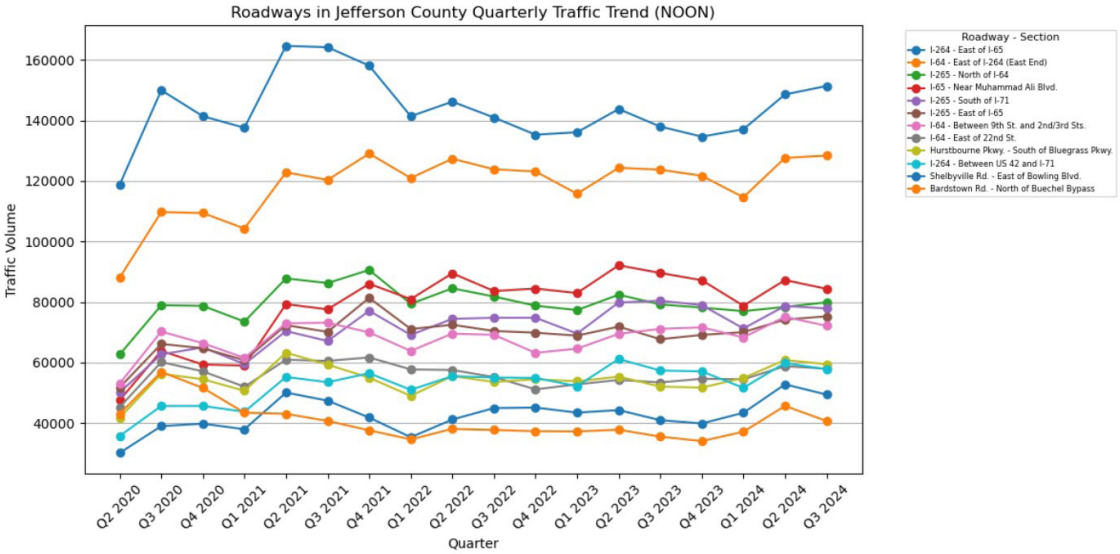


Figure 11: Jefferson County (Midday)

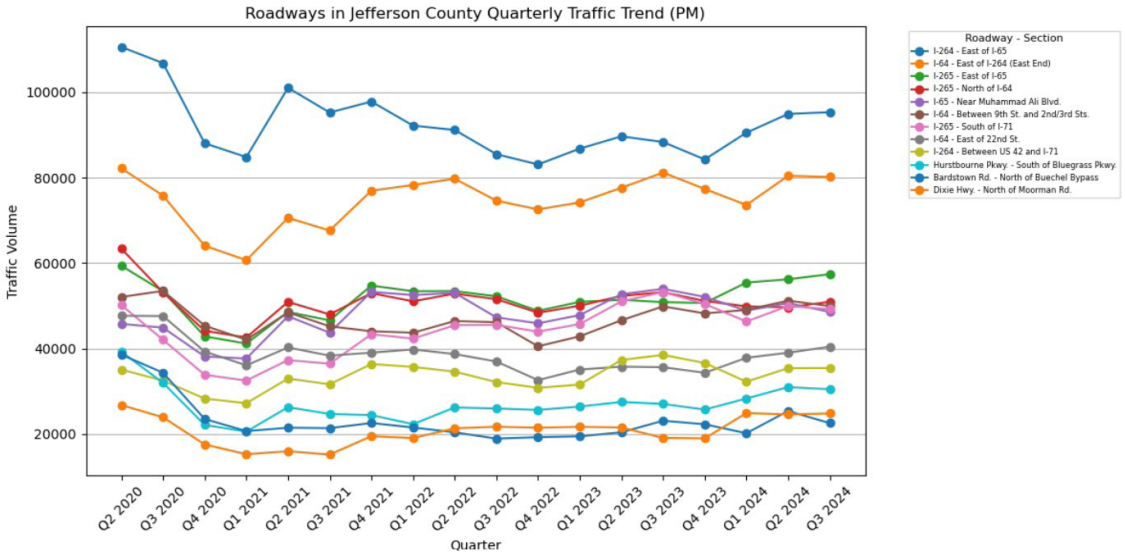


Figure 12: Jefferson County (Late Afternoon/Evening)

Floyd County:

Figure 13 shows the morning traffic trend in selected roadways in Floyd County, figure 14 shows the midday trend and figure 15 shows the late-afternoon traffic trend.

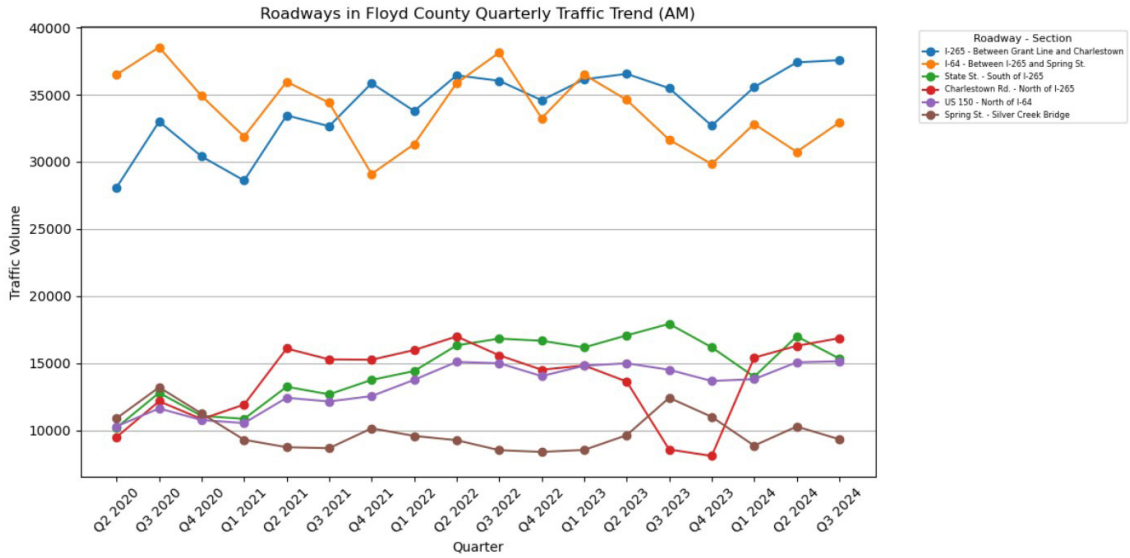


Figure 13: Floyd County (Morning)

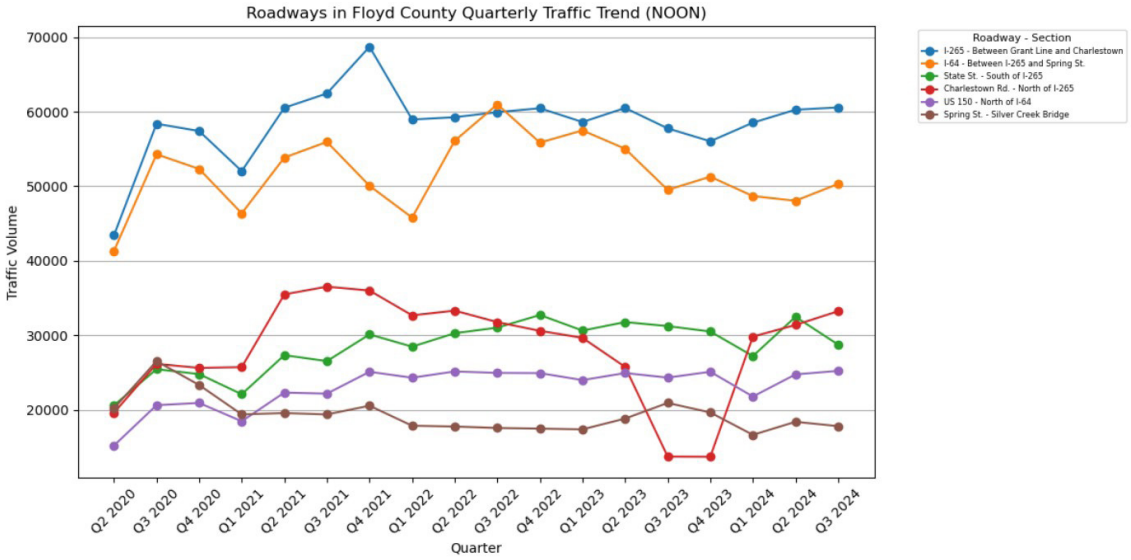


Figure 14: Floyd County (Midday)

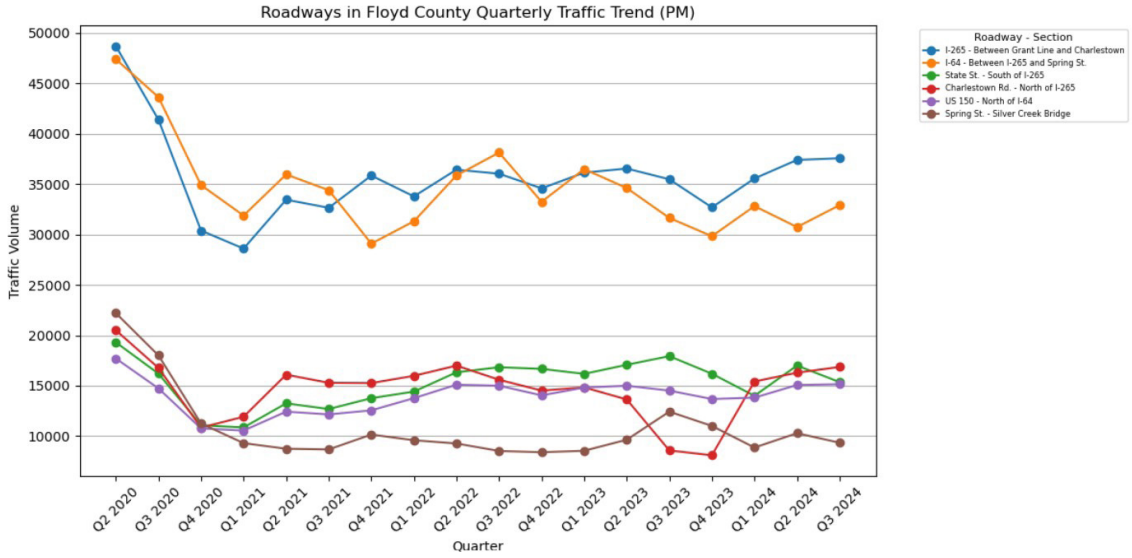


Figure 15: Floyd County(Late Afternoon/Evening)

Oldham County:

Figure 16 shows the morning traffic trend in selected roadways in Oldham County, figure 17 shows the midday trend and figure 18 shows the late-afternoon traffic trend.

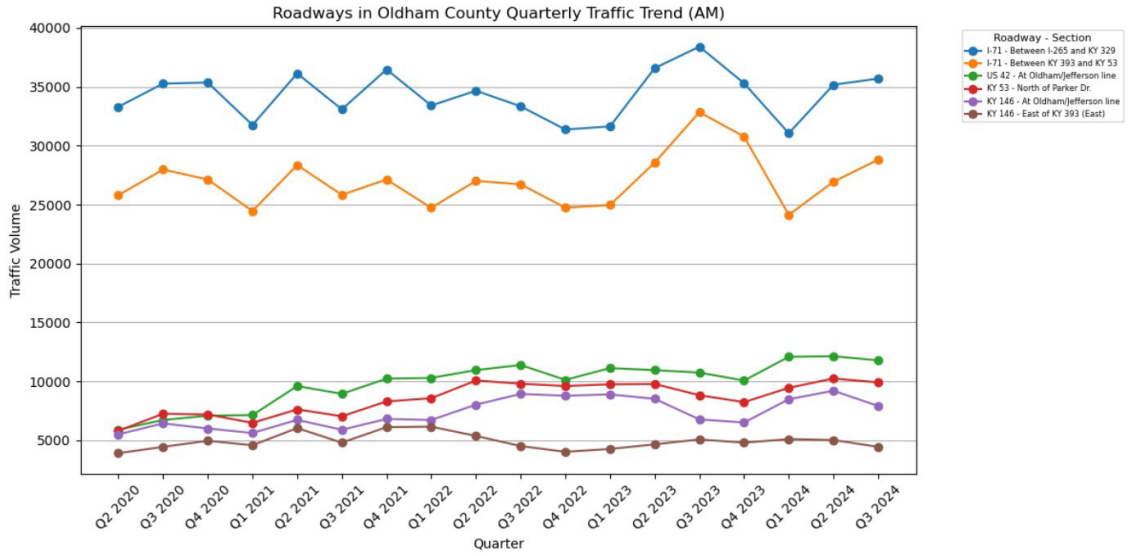


Figure 16: Roadways in Oldham County (Morning)

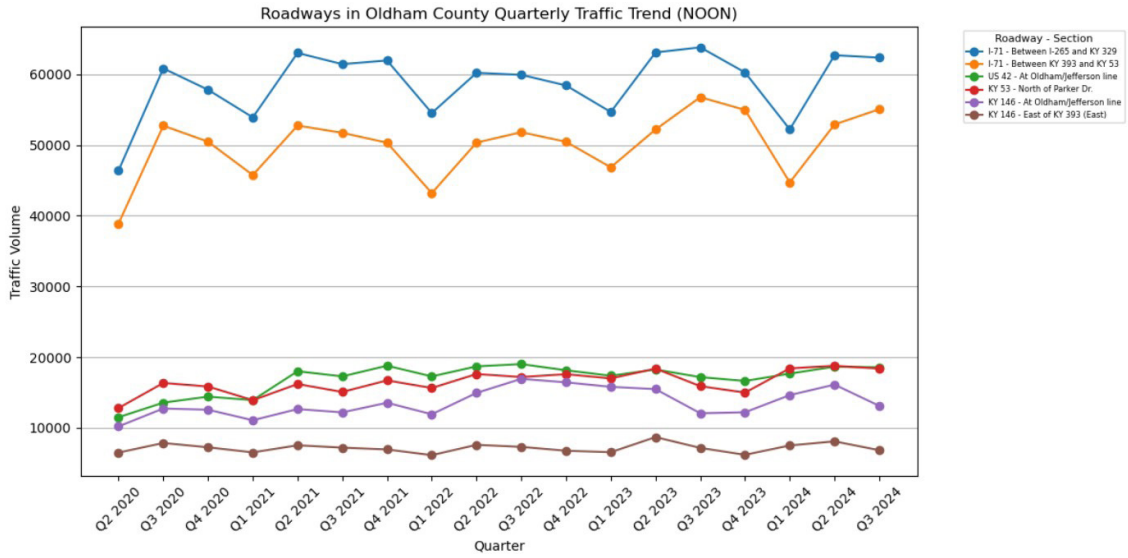


Figure 17: Roadways in Oldham County (Midday)

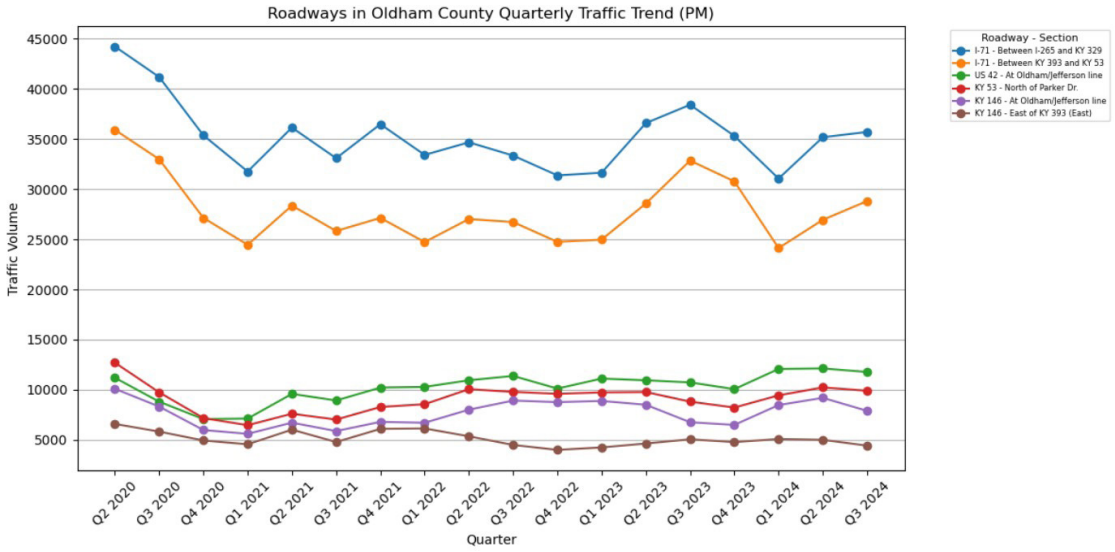


Figure 18: Roadways in Oldham County (Late Afternoon/evening)

Chapter 2

Goals, Objectives and Performance Measures

Listed below are the goals, objectives for each goal and their performance measures.

1. Enhance Regional Livability and Economic Development

- Objective 1.1: Improve the quality, accessibility, and reliability of transportation facilities to support economic growth, reduce congestion, and increase access to jobs, education, healthcare, and other essential services across the KIPDA MPO region.

  Performance Measures:

  - ◊ Level of Travel Time reliability on interstates
  - ◊ LOTTR on non-interstates on the NHS

- Objective 1.2: Develop a sustainable workforce through better employment accessibility and mobility options, especially for those residing in low-income areas with high unemployment

  Performance Measures:

  - ◊ Level of Travel Time reliability on interstates
  - ◊ Average headway of transit routes traveling from EJ areas to employment clusters.

- Objective 1.3: Enhance multi-modal access to major employment centers and areas with anticipated employment growth.

  Performance Measures:

  - ◊ Jobs within a ¼ mile walk
  - ◊ Jobs within 1-mile bike ride

2. Improve Surface Transportation System Efficiency

- Objective 2.1: Maintain or improve travel time on freeway and interstate roadways.

  Performance Measures:

  - ◊ Level of Travel Time reliability on interstates

- Objective 2.2: Maintain or improve travel time in arterials roadways.

  Performance Measures:

  - ◊ LOTTR on non-interstates on the NHS

- Objective 2.3: Direct efforts to expand facilities in support of electric and automated vehicles and other future transportation technologies

  Performance Measures:

  - ◊ Number of electric vehicles charging stations

3. Monitor and Evaluate System Performance

- Objective 3.1: Continuously assess transportation system conditions and trends using data-driven performance measures to inform planning decisions.

  Performance Measures:

  - ◊ Vehicle hours of delay

- Objective 3.2: Promote strategies that optimize the performance and utilization of the existing transportation network to better serve the region's mobility needs..

  Performance Measures:

  - ◊ Vehicle hours of delay

4. Reduce Regional Congestion

- Objective4.1: Achieve measurable reductions in roadway congestion by implementing targeted strategies, promoting multi modal options, and enhancing system operations.

5. Expand Public Transit and Active Transportation

- Objective 5.1: Improve access to transit

  Performance Measures:

  - ◊ Annual TARC Fixed-route ridership

  - ◊ Population served in transit service area (1/4 mile of a route)

- Objective 5.2: Increase ridesharing by expanding vanpooling, carpooling and similar strategies

  Performance Measures:

  - ◊ Number of rideshare trips

- Objective 5.3: Increase access to pedestrian facilities and the continuity of the system

  Performance Measures:

  - ◊ Number of miles of pedestrian facilities
- Objective 5.4: Increase access to and the utilization of bicycle facilities.

  Performance Measures:

  - ◊ Increase in bicycle facilities

6. Improve air quality by reducing carbon-based vehicle miles travel

- Objective 6.1: Improve air quality

  Performance Measures:

  - ◊ Total emissions reductions (CMAQ)
  - ◊ Percent of non-SOV travel within urbanized areas
  - ◊ Annual hours of peak excessive delay per capita within urbanized area
  - ◊ Ratio of electric and hybrid vehicles to combustion engine vehicles in the fleet mix

7. Improve air quality by reducing carbon-based vehicle miles travel

- Objective 7.1: Provide reliable, up-to-date information and analysis on system performance to guide transportation planning, policy development, and implementation.

  Performance Measures:

  - ◊ Total emissions reductions (CMAQ)

Chapter 3

CMP Network and Congestion Data Collection

The KIPDA MPO region includes five counties: Bullitt, Jefferson, and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana. The KIPDA CMP Network plays a vital role in the Congestion Management Process, and it is made up of interstate and arterial roadways. These key transportation routes are critical for managing traffic flow and congestion. Figure 19 illustrates the KIPDA CMP network.

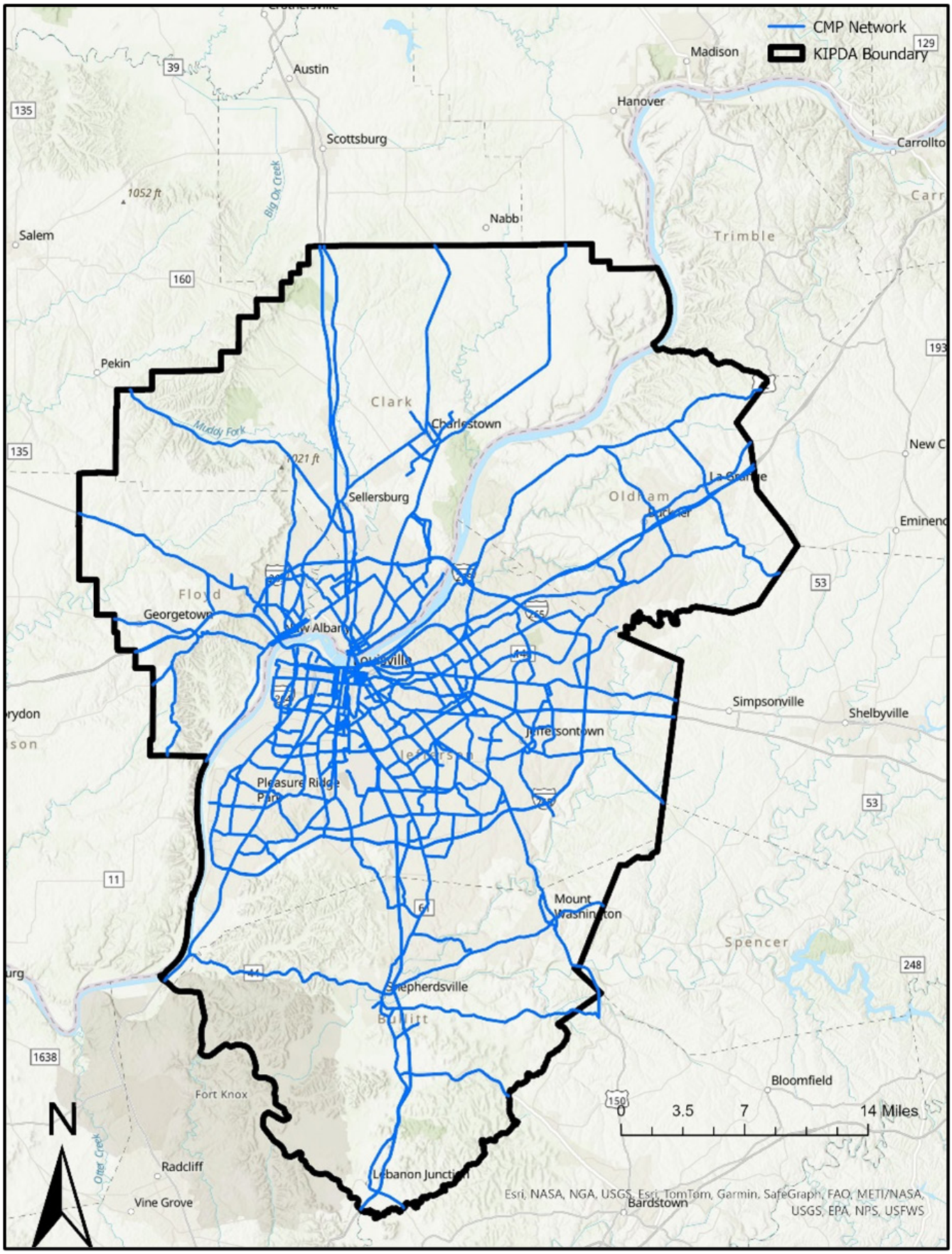


Figure 19: CMP Network

Figure 20 displays bike lanes within the KIPDA MPO region. Locations on the CMP Network that lack bicycle facilities may be areas where the construction of new facilities could prove helpful in mitigating congestion.

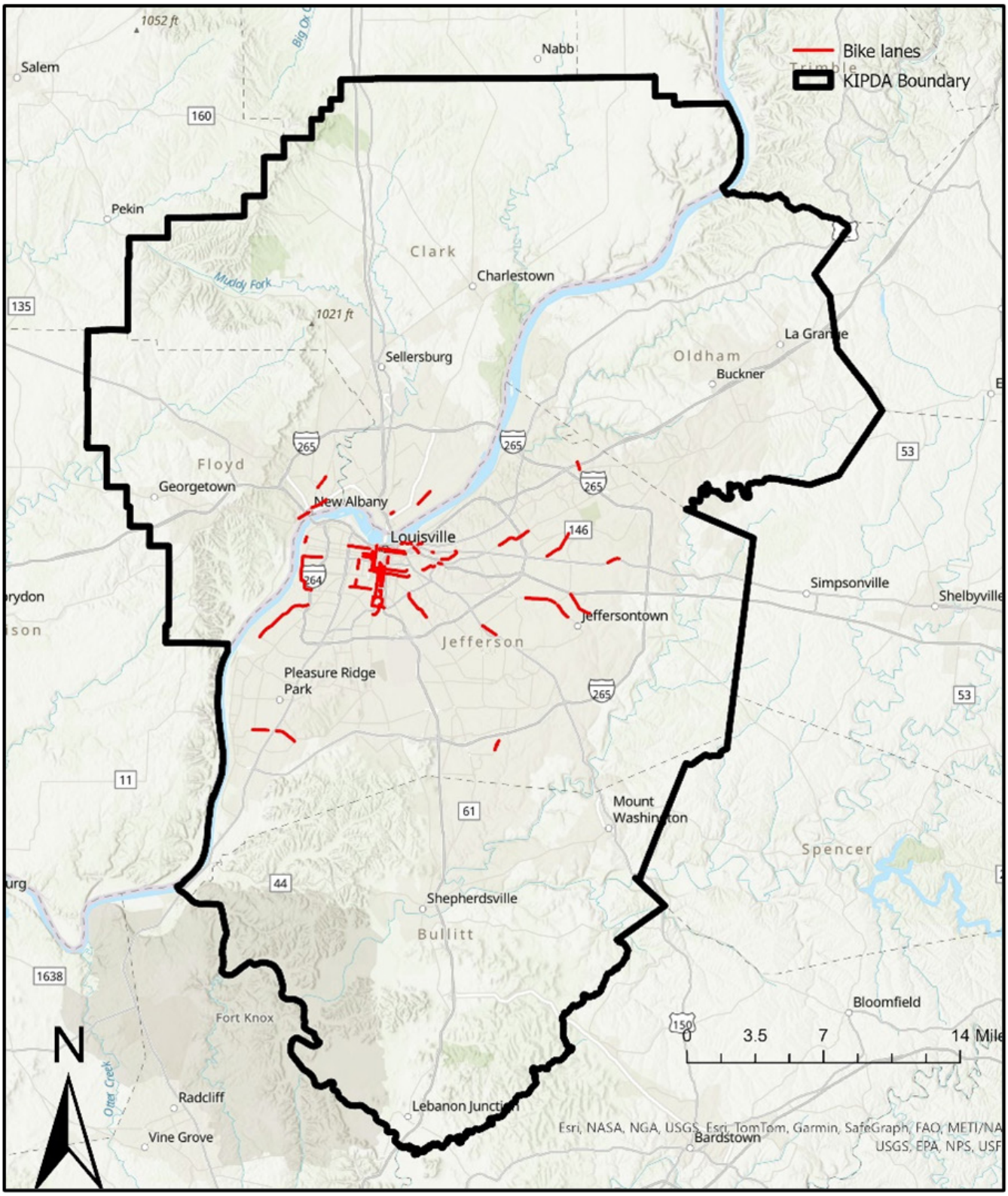


Figure 20: Bike Lanes

Dynamic Message Signs (DMS) play a crucial role in enhancing traffic management and communication across the region. Figure 21 shows the dynamic message signs in the KIPDA MPO region. These signs provide real-time information to drivers, helping to improve safety, reduce congestion, and promote efficient traffic flow. Strategically placed at key locations, as shown in the accompanying image, DMS display messages regarding road conditions, incidents, construction zones, travel times, and detour routes. By offering timely and relevant information, they allow drivers to make informed decisions and adjust their routes or behavior accordingly.

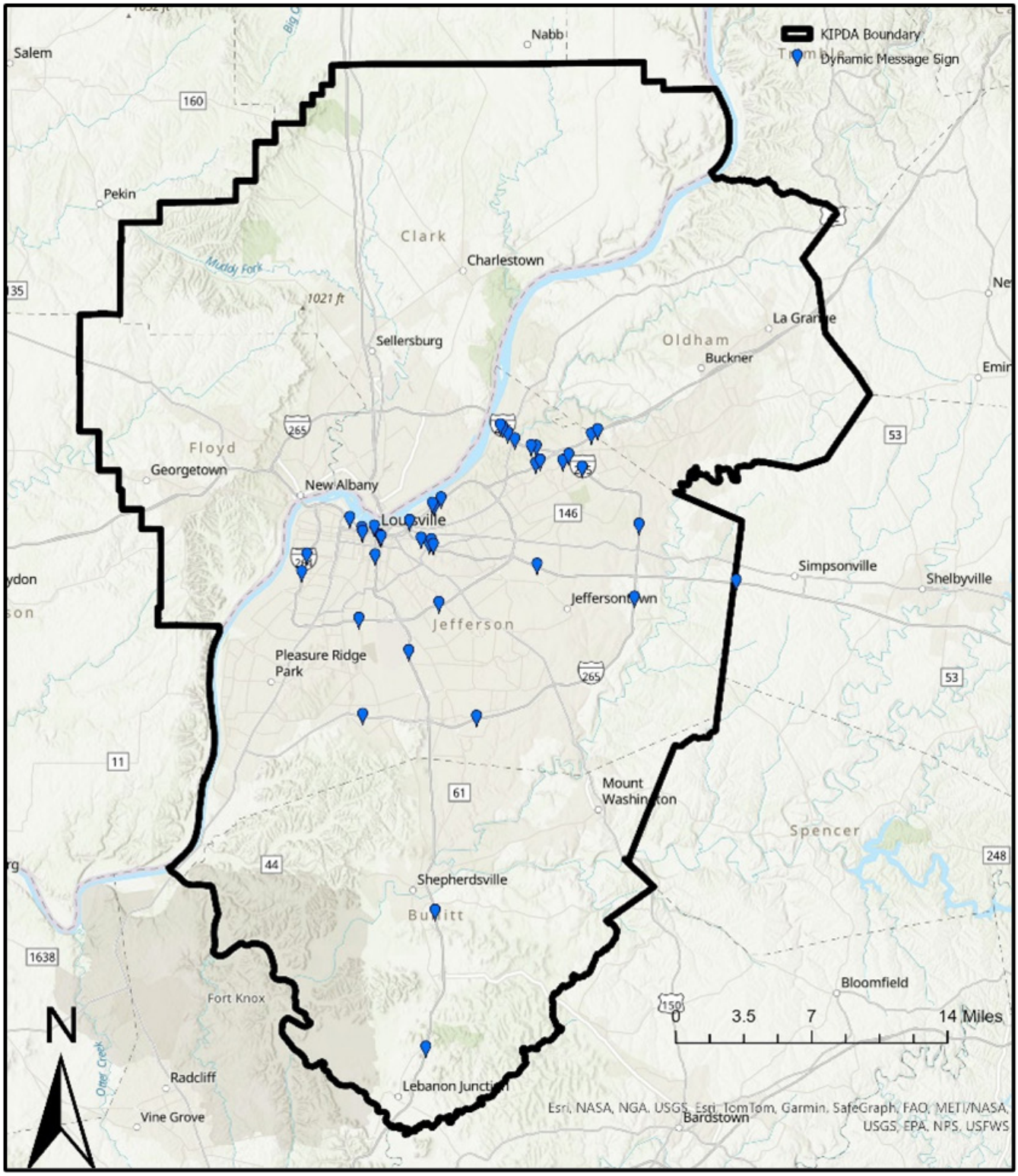


Figure 21: Dynamic Message Sign

Data Collection

The following is a list of data that KIPDA staff will maintain and update periodically to support the CMP. The majority of this data will be available to the public on the KIPDA Online Resource Center. Project sponsors will be encouraged to utilize this data when developing projects.

Table 1: Data and Sources

Data	Source	Last Updated	Next Update
CMP Network	KIPDA	May 2025	Next CMP
Traffic Counts	KIPDA	2023	As received
Streetlight Traffic Volumes	Streetlight Data	June 2024	As needed
Travel Time Data	National Performance Management Research Data Set (NPMRDS) & Streetlight Data	June 2024	Annual
Bike & Pedestrian Inventory	KIPDA	May 2023	As needed
Transit Ridership	TARC	FY 2024	Annual
Transit Routes & Stop Locations	TARC	2023	As needed
Vanpool Routes	KIPDA/ Every Commute Counts	2025	Annual
Regional ITS Architecture	KIPDA	May 2017	As needed
Transportation Systems Management & Operations	KIPDA	May 2018	Every 4 years

The following maps highlight much of the data that may prove helpful when it comes to implementing the strategies in this document and developing projects that mitigate congestion on the CMP Network. Interactive versions of these maps, as well as other data that KIPDA has collected and analyzed, are available on the KIPDA Online Resource Center.

National Performance Management Research Data Set (NPMRDS) – RITIS Platform

The National Performance Management Research Data Set (NPMRDS) is accessed through the Regional Integrated Transportation Information System (RITIS) platform, developed by the University of Maryland's Center for Advanced Transportation Technology Laboratory (CATT Lab). NPMRDS provides detailed speed and average travel time data in 15-minute intervals by calendar day, covering at least the National Highway System (NHS). The dataset is released monthly and includes data for passenger vehicles, freight vehicles, and all vehicles.

The data is sourced from a variety of platforms, including original equipment manufacturer (OEM) on-board navigation systems, GPS positional data from smartphone applications, and fleet vehicle location systems. The NPMRDS includes travel times for passenger vehicles, freight vehicles, and all vehicles, organized by road segment. These segments are identified using Traffic Message Channel (TMC) codes. TMC, initially developed for delivering traffic and travel information to drivers, is now used to segment roads in the data. Passenger vehicle travel times are derived from anonymous data collected through in-vehicle navigation systems, mobile phone location data, and connected vehicle technology. Freight vehicle times, on the other hand, are based on GPS probe data from the American Transportation Research Institute, specifically sourced from class 7 and 8 trucks.

Chapter 4

System Performance

The assessment of congestion in the KIPDA MPO region includes collection and monitoring of the system performance in the region

Travel Time Reliability of the Region (from RITIS Platform)

- In 2024, Interstate Travel Time Reliability was reported at 90.2%, indicating a high level of reliability across the interstate network.
- The Truck Travel Time Index (TTI) for the interstate system stood at 1.69, reflecting moderate congestion during peak periods.
- The Non-Interstate NHS network demonstrated even greater reliability, with a Travel Time Reliability of 93.4%.

Congestion Analysis in the KIPDA MPO Region

The KIPDA MPO region spans five counties across Indiana and Kentucky: Bullitt, Jefferson, and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana. To identify areas vulnerable to frequent congestion, we compared posted speed limits on roadways to the 85th percentile speeds being driven. This comparison was conducted for both morning and evening periods. We then assessed vehicle hours of delay across different road segments and calculated the travel time index to further evaluate congestion patterns and network performance.

The data used in this analysis was obtained from StreetLight, a location-based services platform that aggregates anonymous mobile device data to provide insights into travel behavior and traffic conditions. The dataset spans the period from June 2022 to May 2023. This analysis will be updated periodically as new data becomes available. This powerful tool allows planners to examine vehicles and multimodal movement at various times of day, across different road types, and under varying conditions. The CMP analysis utilizes this information to create visualizations such as traffic trend graphs, and network performance summaries. These insights help identify where congestion is worst and support strategies like improving traffic signals, upgrading roads, or encouraging other ways of getting around.

Interstates are critical infrastructure designed to accomm date high volumes of traffic traveling at high speeds over long distances. These roads primarily serve to connect cities, industrial centers, and metropolitan areas, facilitating the rapid movement of people and goods between regions, states, and even across the country. Built for long-distance travel, they feature limited access points, with no direct property access and no intersections. Vehicles can only enter or exit through on-ramps and off-ramps, ensuring smooth traffic flow. With multiple lanes, interstates are engineered to handle heavy traffic at speeds ranging from 55 to 70 mph or more, allowing for efficient and expedited travel.

Speed Comparisons on the interstate

In the KIPDA MPO region, interstate speed limits are depicted in Figure 22 & 23. The 85th percentile speed is a widely

recognized metric for evaluating congestion levels. This speed is shown in Figure 23 for the peak morning and Figure 24 for peak evening. This metric represents the speed at or below which 85% of vehicles travel, effectively filtering out extreme outliers, such as exceptionally slow or fast drivers. It provides a reliable benchmark for assessing typical free-flow operating conditions of roadways, offering valuable insight into traffic performance and mobility. From the analysis, commuters often travel above the speed limit during peak morning hours, with consistent speed trends observed across the region during both peak periods.

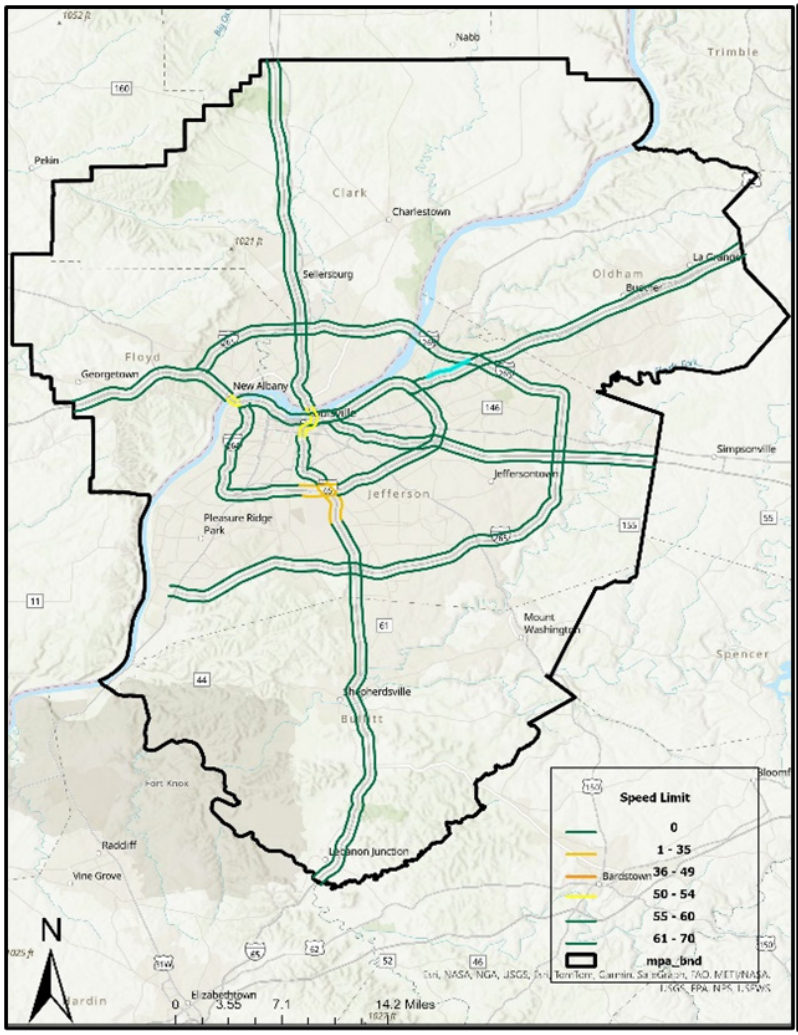


Figure 22: Interstate Speed limit

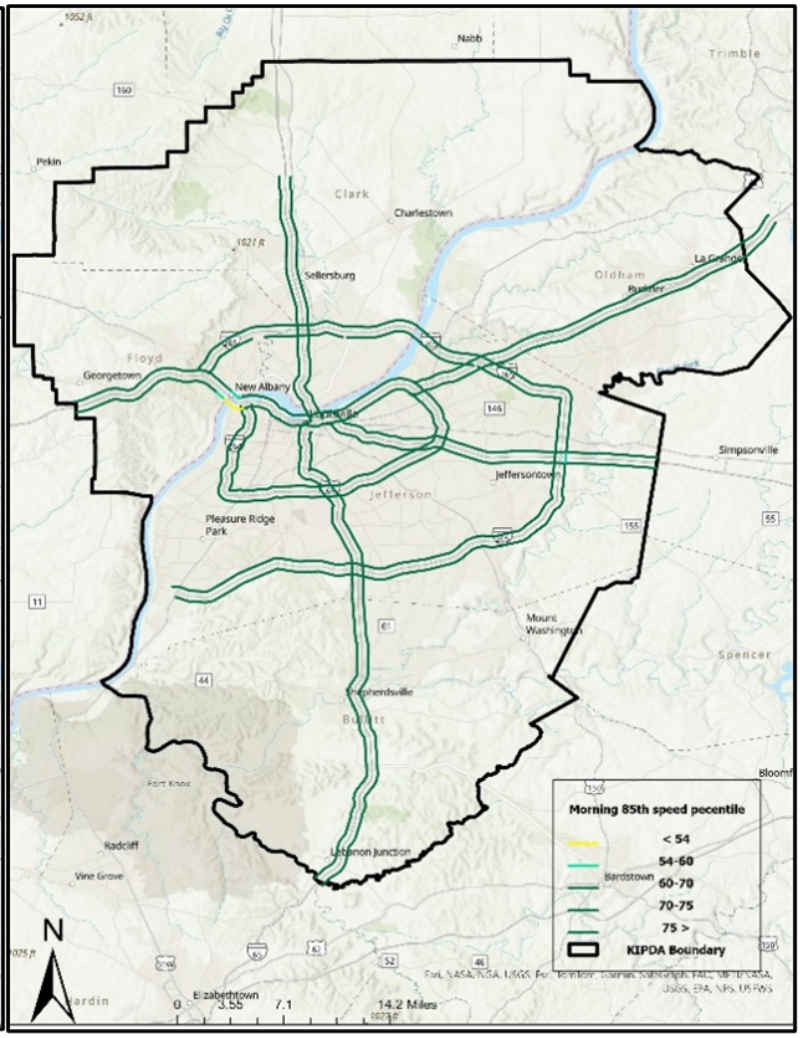


Figure 23: Peak morning 85th percentile speed

In general, commuters tend to travel above the speed limit during peak morning hours. Observations from the 85th percentile speed for both peak morning and evening periods, as illustrated in Figures 23 and 24, reveal a consistent trend in speeds across the region.

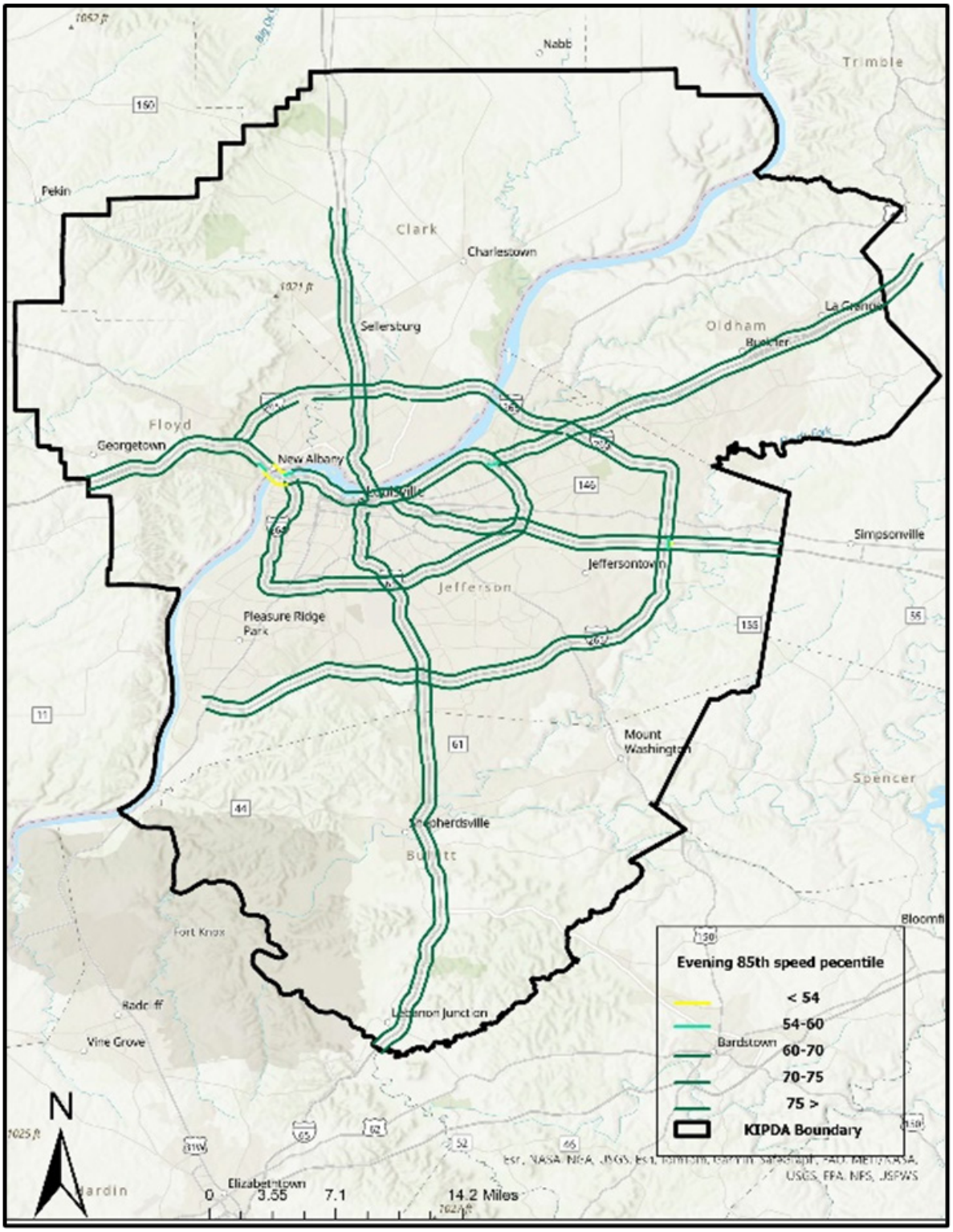


Figure 24: Peak evening 85th percentile speed

Interstate Vehicle Hours of Delay

KIPDA staff utilized the Vehicle Hours of Delay (VHD) metric to measure regional congestion and assess overall system performance. The regional interstate network includes I-265 (Gene Snyder Freeway), I-264 (Watterson Expressway), I-64, I-65, and I-71.

Vehicle Hours of Delay (VHD) is a key metric in transportation planning used to measure traffic congestion and identify congestion hotspots. This metric proved essential for understanding congestion levels across the transportation network. The data for VHD in the KIPDA MPO region was obtained using StreetLight. Vehicle Hours of Delay (VHD) explains the extra time spent traveling on a road segment due to many reasons. This measure gives the total delays in time experienced by every vehicle in that road corridor at the given time. In our case the peak commuting morning times (6 am-10 am) and peak commuting evening times (3 pm -7 pm). VHD refers to the total time vehicles are delayed compared to free-flow travel conditions and is calculated using the following formula:

Vehicle Hours of Delay = (Actual Travel Time) – (Free-Flow Travel Time) ..... (1)

The actual travel time is the total time it takes for vehicles to travel through a given road segment under normal traffic conditions. These normal conditions include congestion from traffic signals, high traffic volumes, incidents on the road, weather conditions all impact the actual travel time. While the free flow time is the time it would take for vehicles to travel the same roadway segment under ideal conditions with no congestion or delays.

To account for variations in road segment length and allow for meaningful comparisons, KIPDA staff normalized the Vehicle Hours of Delay (VHD) by segment length, resulting in the metric VHD per mile (VHD/mile). This measure reflects both the number of delayed vehicles and the duration of their delays, adjusted for the length of each road segment. As part of the congestion management process, KIPDA established threshold categories to assess congestion severity. Segments with less than 22 VHD/mi are considered acceptable, indicating relatively smooth traffic conditions. Delays between 22 and 45 VHD/mi are categorized as moderate, suggesting noticeable but manageable congestion. Segments exceeding 45 VHD/mi are classified as experiencing severe congestion, reflecting significant delays that can negatively impact travel time, efficiency, and overall roadway performance.

Delays During Peak AM on Selected Road Segments

During the morning commute, the KIPDA MPO region experiences bottlenecks at several locations on the interstate. The vehicle hours of delay for peak morning time are shown in figure 25 and the peak AM times are from 6 am to 10 am. From Figure 25, the KIPDA MPO region experiences bottlenecks at several locations on the interstate. Such locations include I-265 northbound approaching the I-64 interchange. I-65 northbound at the I-264 interchange. I-264 at the I-65 interchange. Significant delays are occurring on several key routes in the KIPDA MPO area. On I-265 (Gene Snyder Freeway) northbound, approximately 169.03 vehicle-hours of delay have been recorded over a 7-mile stretch between Bardstown Road (KY 150) and the I-64 interchange. Westbound I-71 approaching downtown Louisville sees 46.57 vehicle-hours of delay along a 3-mile segment between the I-265 and I-264 interchanges. On the Sherman Minton Bridge (I-64 southbound), 261.42 hours of delay have been recorded over 6 miles between IN 62 and I-264. Northbound I-64 shows slight delays, with 81.26 hours of delay from I-265 to I-264, and 38.96 of those hours concentrated in the 2-mile stretch between KY 1747 (Hurstbourne) and I-264. Northbound I-65 also experiences slight delays just before the Preston Highway exit approaching the I-264.

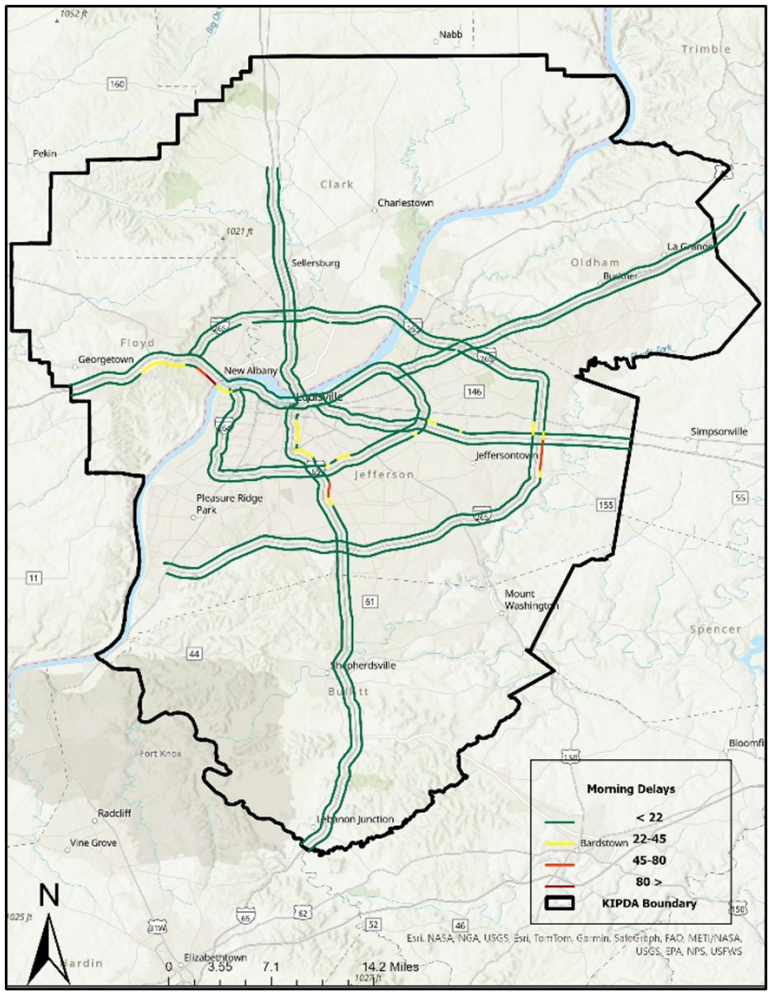


Figure 25: VHD for interstate Peak AM

Interstate Vehicle Hours of Delay

A higher vehicle delay is observed across the region during the peak afternoon periods as shown in Figure 26. During peak PM hours which is from 3 pm to 7 pm, I-265 experiences significant delays in both directions. Northbound, delays stretch from I-65 to KY 150 (Bardstown Road) with 187.27 total hours lost, and from KY 150 to the I-64 interchange with 76.95 hours of delay. From I-64 to I-65 in Indiana, 106.79 hours of delay are observed over a 6-mile segment. Southbound I-265 sees 114.22 hours of delay from La Grange Road to Shelbyville Road, 223.07 hours from I-64 to KY 150, and 96.21 hours from KY 150 to I-65. I-64 also faces major congestion: southbound delays total 128.84 hours from Story Avenue to I-264 and 211.23 hours from I-264 to I-265, while northbound delays include 36.16 hours between KY 1747 and I-264, 83.92 hours from I-264 to Mellwood Avenue, and 179.65 hours between US 150 and the Sherman Minton Bridge in New Albany. I-71 endures bi-directional congestion from downtown Louisville to beyond I-265, with westbound delays totaling 40.43 hours and eastbound delays reaching 70.61 hours from I-265 to I-264 and 51.21 hours between Zorn Avenue and I-264. Finally, southbound I-65 sees 96.23 hours of delay from the Gene Snyder interchange to KY 1526, and an additional 26.54 hours between Clermont Road and Lebanon Junction.

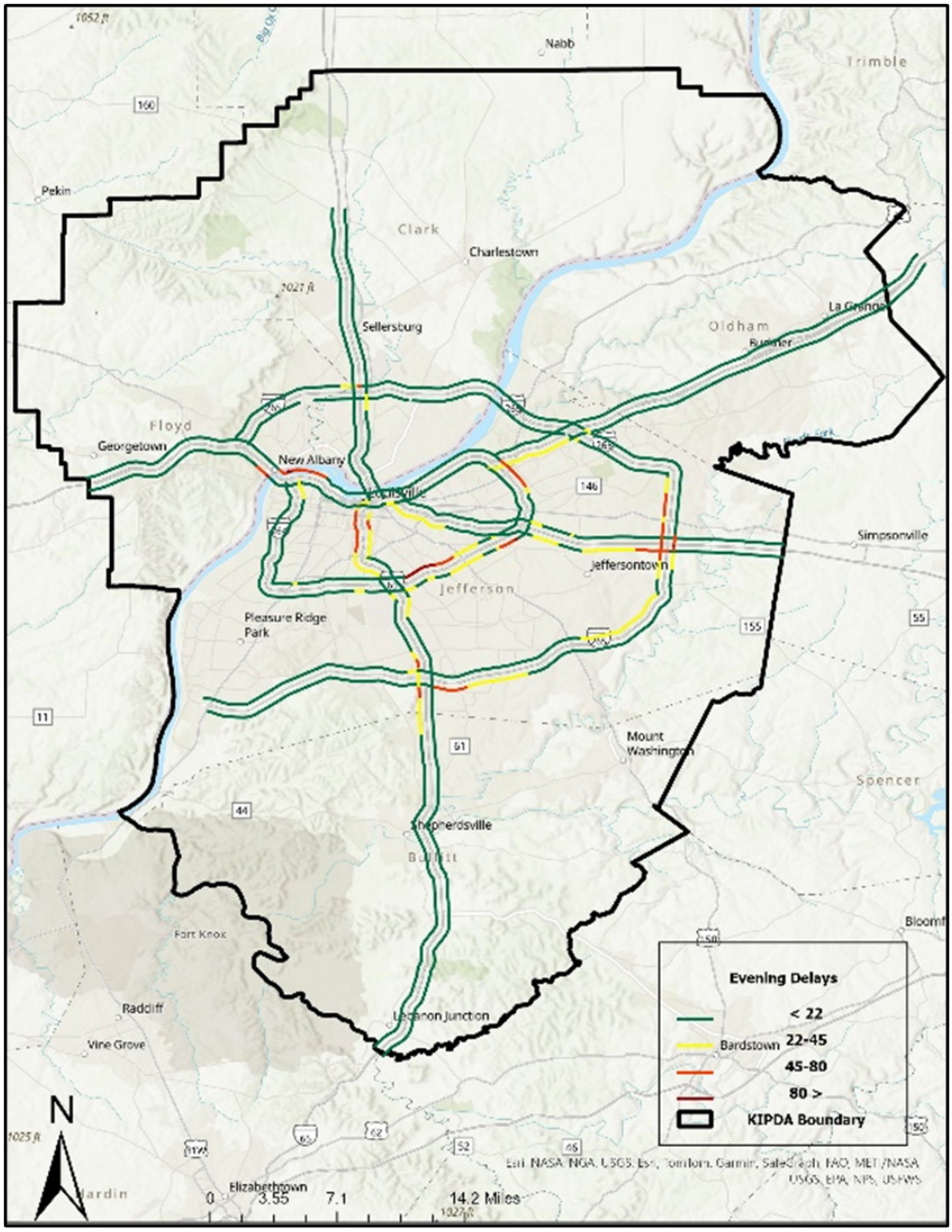


Figure 26: VHD for interstate Peak PM

Table 2: Most congested Segments on the Interstate

Roadway	Section Start	Section End	Direction	Vehicle Delay per Mile
I-264	Bardstown Road	I-65	Westbound	139
I-64 (Entering New Albany)	N 22nd Street on ramp	I-264 on ramp	Westbound	119
I-64 (Entering Louisville)	Exit 123	Sherman Minton Bridge	Eastbound	114
I-265	I-64 off ramp	I-64 on ramp	Northbound	102
I-264	Breckenridge Ln Interchange	I-64 Interchange	Eastbound	86
I-64	Blankenbaker	I-265 Interchange	Eastbound	79
I-65	Exit 134	E Chestnut off ramp	Northbound	75
I-264	Westport Rd	I-71 Exit Ramp	Eastbound	63
I-265	I-65 on ramp	Preston Hwy on Ramp	Eastbound	62
I-265	I-64 off ramp	I-64 on ramp	Southbound	58

Interstate Travel Time Index

The travel time index is a traffic congestion measure that represents the ratio of the time required to travel a given route during peak traffic conditions compared to uncongested conditions. To illustrate the concept of the Travel Time Index (TTI), consider a daily commute that typically takes 20 minutes under free-flow traffic conditions. However, during peak traffic hours, the same trip requires 30 minutes due to congestion. The TTI would be 1.5. This result indicates that travel time during peak hours is 1.5 times longer than under free-flow conditions. In other words, congestion causes a 50% increase in travel duration.

The TTI is calculated as follows:

$$TTI = \frac{Peak\ Travel\ Time}{Free - Flow\ Travel\ Time}$$

The map below shows the travel time index on the interstate system. The map highlights key locations where morning travel times are significantly impacted by congestion. One such location is the I-265 at the I-64 interchange, heading northbound, where travelers experience a Travel Time Index (TTI) of approximately 1.4. This means that during peak morning hours, travel time in this section is 40% longer compared to free-flow conditions.

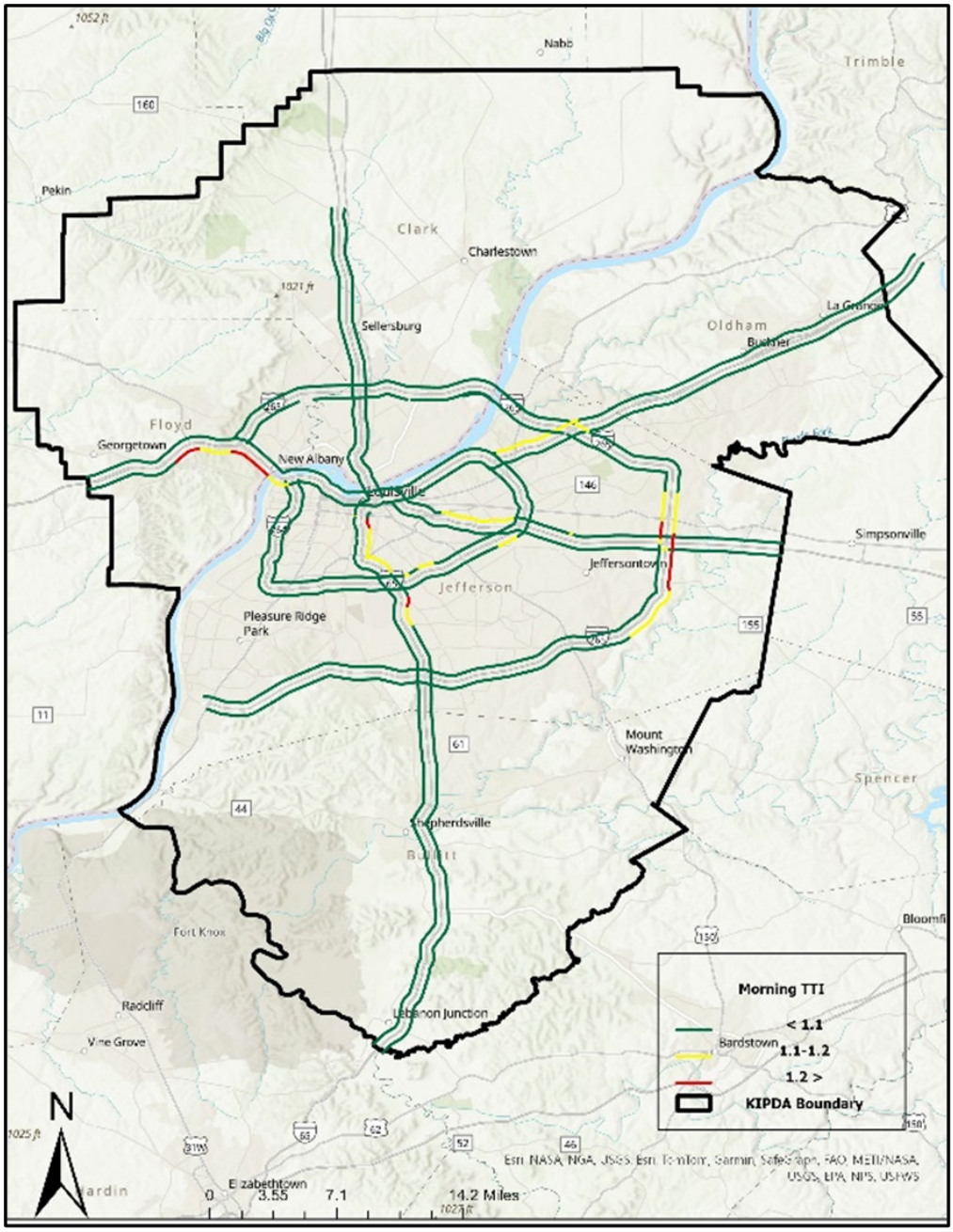


Figure 27: Peak Morning Travel Time Index

Interstate Travel Time Index Map Evening Peak

The evening traffic map highlights several locations where congestion leads to increased travel times. In multiple segments, the Travel Time Index (TTI) exceeds 1.2, indicating that commuters can expect to spend at least 20% more time traveling these routes compared to free-flow conditions.

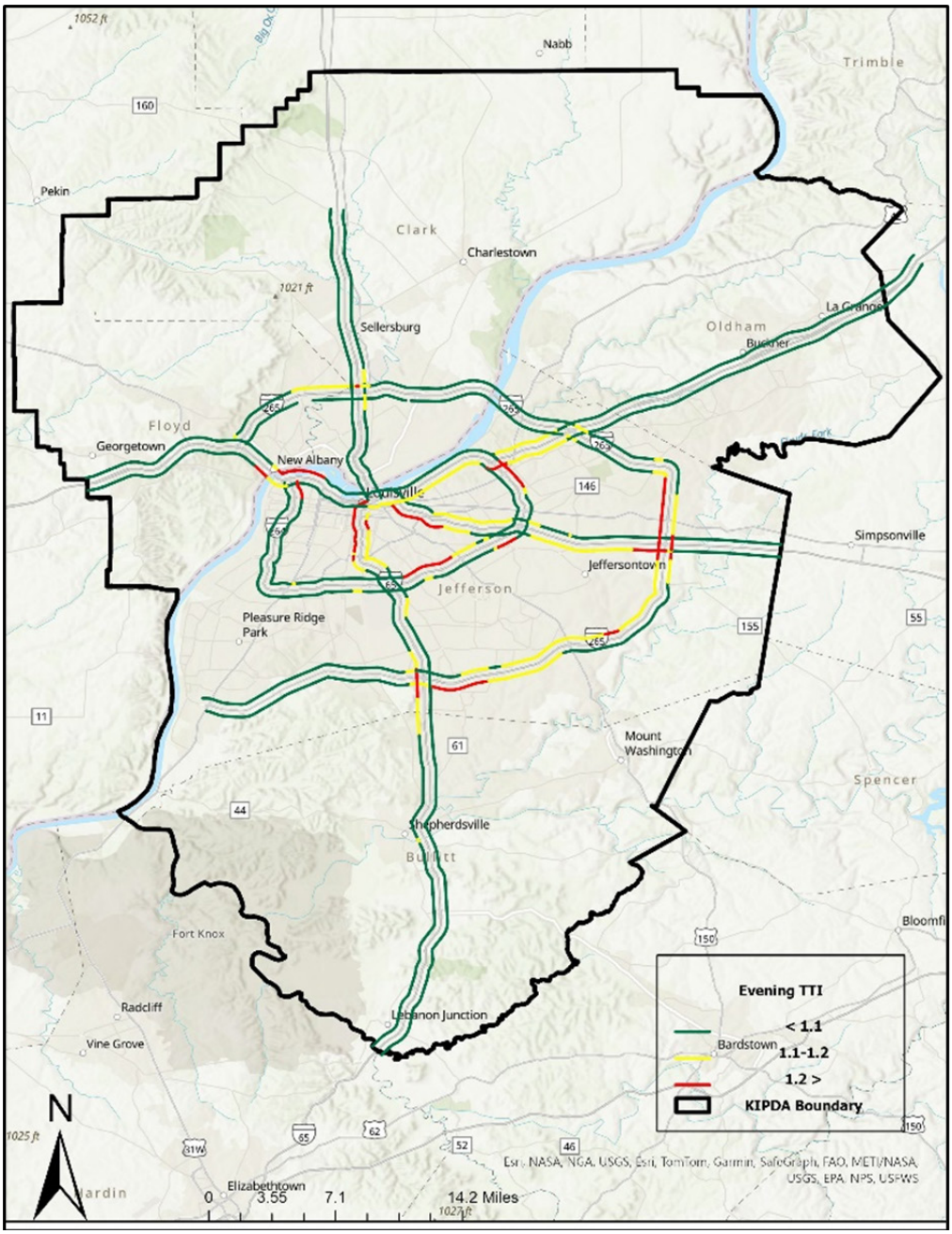


Figure 28: Peak Evening Travel Time Index

Arterials Congestion Analysis

Arterials are designed to carry traffic over moderate to long distances, connecting neighborhoods, commercial centers, and other key areas within a city, region, or between cities. They usually have more intersections and access points than interstates. They usually have more intersections and access points than interstates and freeways, which can slow traffic down. Arterials may have traffic lights, turn lanes, and more frequent exits. The speed limits on arterials are typically lower than on interstates and freeways due to the frequent intersections and access points.

Morning Arterials VHD

The map below illustrates vehicle hours of delay per mile on arterial roads across the region. In the morning, significant delays can be observed in several key locations, such as US 150 at the I-265 interchange, US 60 at the I-265 interchange, and Dixie Highway at Gagel Avenue.

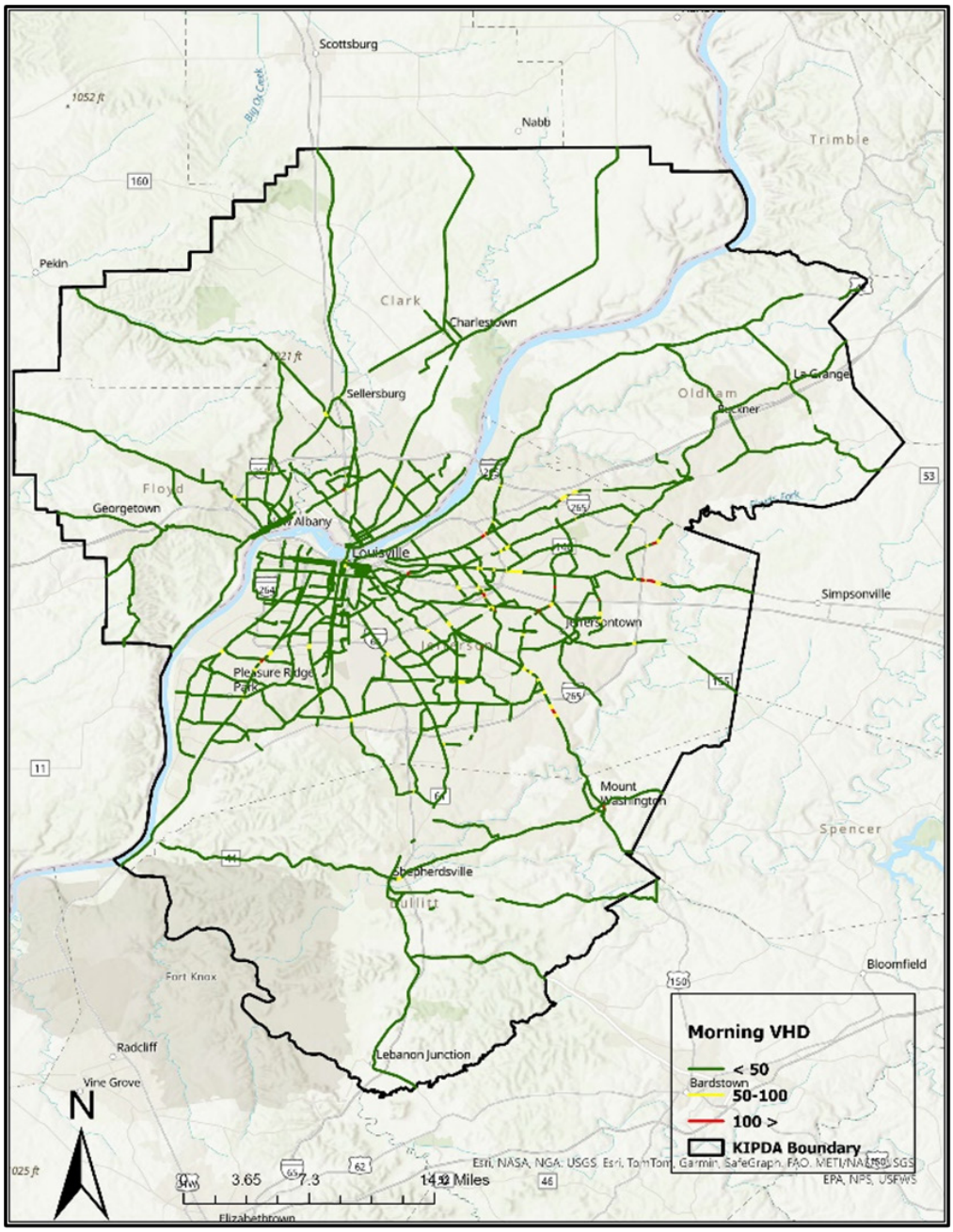


Figure 29: Morning Arterial vehicle hours of delay per mile

Evening Arterials VHD

The map below illustrates vehicle hours of delay per mile on arterial roads across the region in the evening. Compared to the morning, these delays extend over longer stretches of road segments. For example, on US 60, varying levels of delay are observed along a longer stretch, extending from KY 1932 to beyond the I-265 interchange. Similarly, on US 150, while delays occur at different points along the corridor, a particularly pronounced delay is seen between KY 1747 and Providence Drive, spanning approximately four miles. This pattern is also evident on Dixie Highway, where delays are experienced along the stretch from KY 841 to Crums Lane. These extended delays highlight the impact of evening congestion and the need for targeted traffic management strategies.

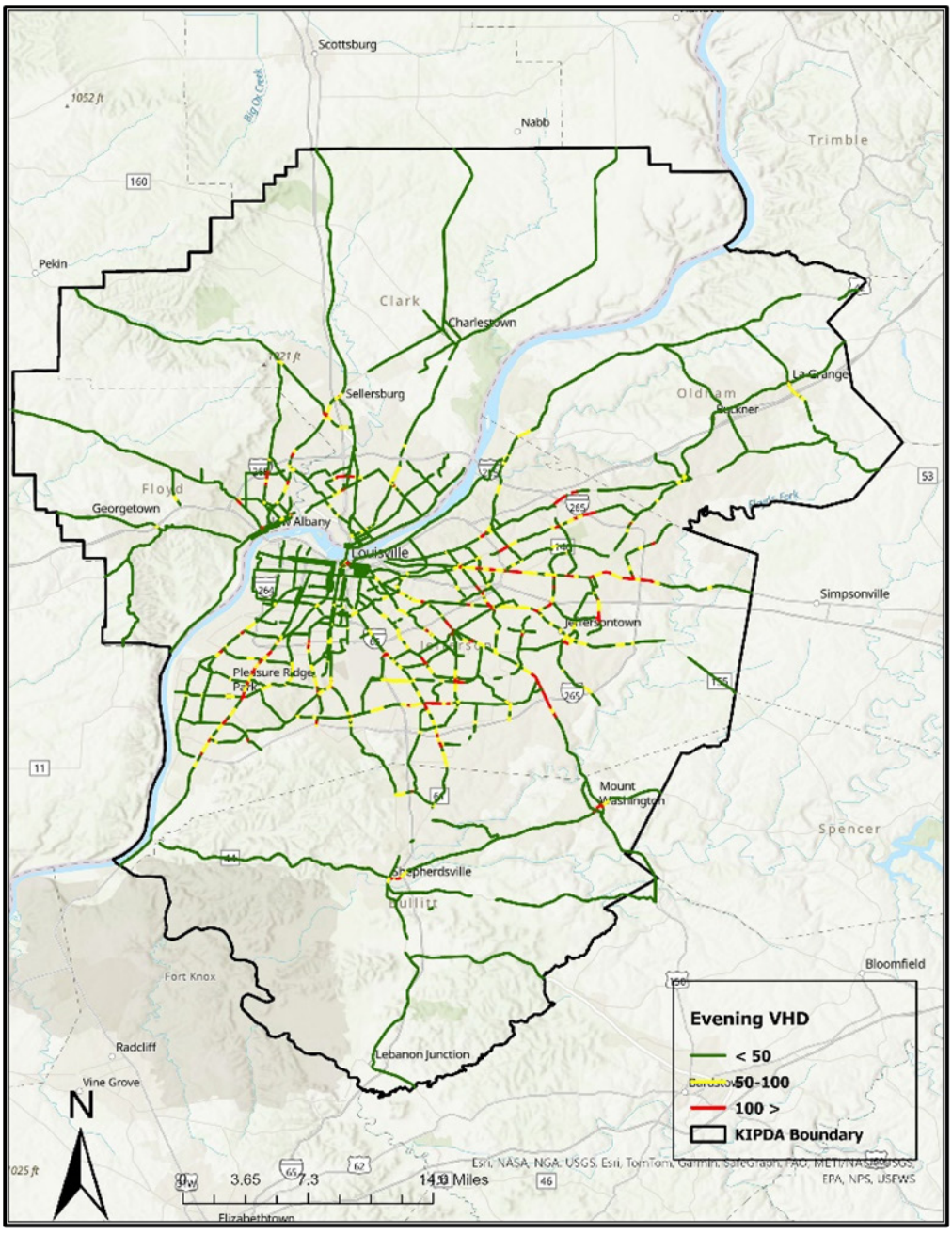


Figure 30: Evening Arterial vehicle hours of delay per mile

Most congested bottlenecks on the Arterials

Several key arterial corridors in the region exhibit significant traffic congestion, as measured by Vehicle Hours of Delay per mile (VHD/mile). Leading the list is East Lewis & Clark Parkway between Cedar Street and I-65, with an exceptionally high VHD/mile of 539, indicating a severe concentration of delay. This segment includes major intersections with US 31 and I-65, and just beyond I-65. Additionally, vehicles traveling toward Charlestown New Albany Pike encounter additional delays due to a rail crossing. Hurstbourne Parkway and Brownsboro Road also appear multiple times among the top congested segments.

Table 3: Most congested segments on the Arterials

Roadway	Section Start	Section End	Vehicle Delay per Mile
E Lewis & Clark Pkwy	Cedar Street	I-65	539
Hurstbourne	Taylorsville road	Axminster Ct	425
Brownsboro (KY 22)	Simcoe Ln	Norton Healthcare Blvd	361
Brownsboro (KY 22)	US Hwy 42	I-264 off ramp	102
Dutchmans Ln	Dupont	Breckenridge Ln	325
Brownsboro (KY 22)	I-264	US Hwy 42	321
Hurstbourne Pkwy	Bunsen Way	Hurstbourne Park Blvd	316
Veterans Pkwy	US-31	I-65 Interstate	313
Dixie Hwy	Kingsford Dr	Gagel Ave	304
Taylorsville Road	Breckenridge Ln	Manor House Dr	297
Bardstown	Glenworth Ave	Goldsmith Ln	281

Arterials Travel Time Index

The maps below show the travel time index on the arterial roadways.

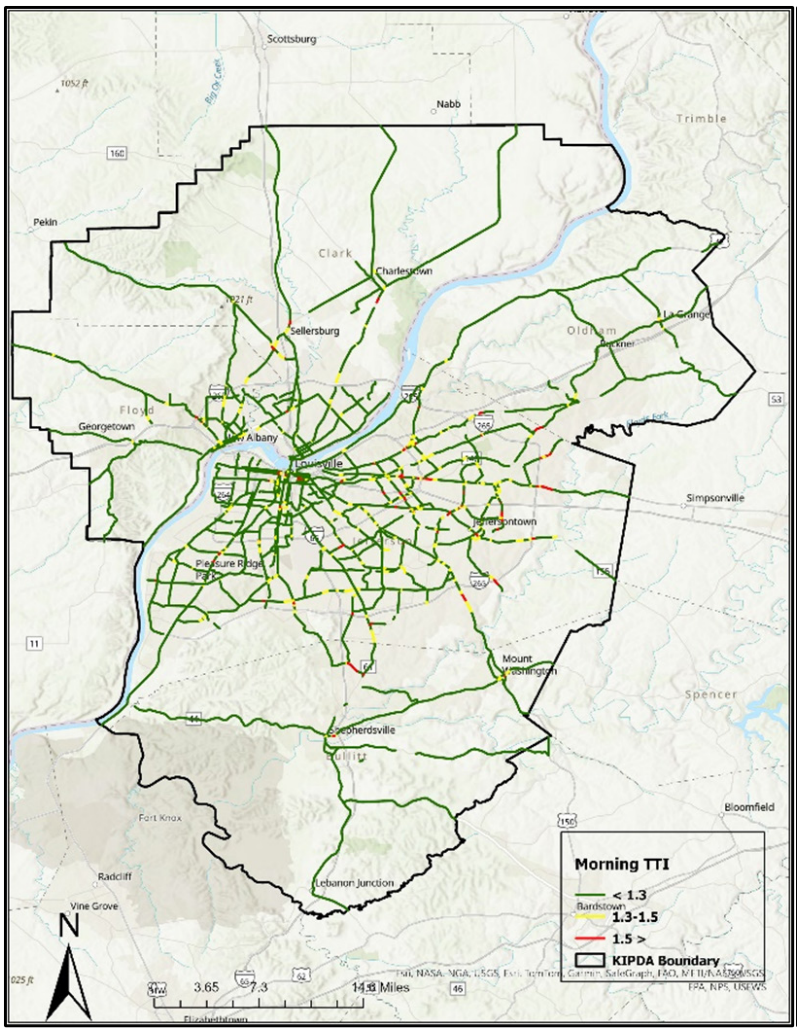


Figure 31: Morning Arterial TTI

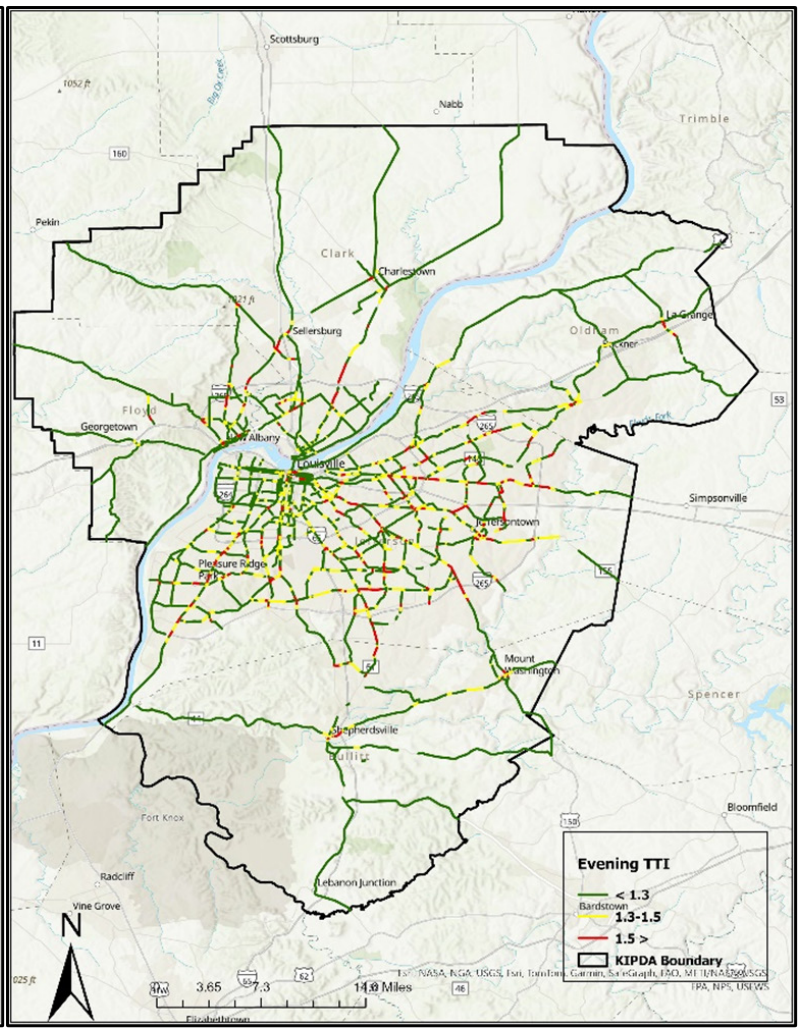


Figure 32: Evening Arterial TTI

Traffic Flow and Travel Time Analysis - Selected Routes in the KIPDA MPO Region

KIPDA conducted an in-depth analysis of travel conditions across selected routes in the region. This study assessed both usual travel times and worst-case travel times experienced during extreme congestion. To better understand the variability in travel times and the severity of delays, the analysis incorporated the Buffer Index. The Buffer Index measures the extra time a traveler should budget to ensure on-time arrival under unpredictable traffic conditions. By using this metric, the study highlights the extent of travel time fluctuations and identifies routes that require targeted congestion management strategies.

In traffic management, the buffer index time is used to assess the reliability of travel times. It measures the extra time a traveler should allow beyond the average or expected travel time to ensure on-time arrival, factoring in potential delays such as congestion. The buffer index time is calculated by subtracting the average travel time from the 95th percentile travel time (or another high percentile), then dividing that difference by the average travel time.

$$BTI = \frac{95th\ Travel\ Time\ Percentile - Avg\ Travel\ Time}{Avg\ Travel\ Time}$$

This formula shows the variability between average travel time and extreme travel times during congestion, providing a measure of how bad the traffic might get at its worst.

In the appendix, the tables show detailed traffic performance snapshot showing how fast, how reliable, and how congested the key roadways are for morning and evening times. This table presents travel time reliability and congestion conditions for major roadway segments. For each segment and direction (Southbound/Westbound and Northbound/Eastbound), it shows typical traffic volumes, speeds during free-flow and congested periods, and estimated travel times. It also includes planning times and buffer time indexes, helping assess how much extra time travelers need to account for delays.

Table 4: Traffic Flow and Travel Time Analysis

Column Name	What it Means
Route	The name of the road (like I-65, I-64, US 31E, etc.).
From	The starting cross-street or landmark for the road segment.
To	The ending cross-street or landmark for the road segment.
Distance (mi)	How long the segment is, in miles.
Traffic Volume	How many vehicles typically travel that segment per day or during a peak period.
Free Flow Speed (mph)	The typical speed when there's no congestion (light traffic).
Free Flow Travel Time (min)	How long it would take to drive the segment at free-flow speed.
Congested Speed (mph)	The actual average speed during congestion.
Average Travel Time (min)	Gagel Ave
Buffer Time Index	A measure of how much extra time you should plan for, compared to free-flow conditions. (Higher = worse reliability.)
Travel Time During Morning/Evening Rush hours	The amount of travel time spent traveling on the segment during rush times.

Chapter 5

Congestion Management Strategies

Identification and assessment of congestion mitigation strategies is an essential component of the CMP. The data and congestion analysis provide the framework for identifying congestion issues on or near the CMP network or in a High Congestion Zone in the KIPDA MPO. The following section is not an exhaustive listing of possible strategies to mitigate congestion but does offer an outline of the various strategies used and encouraged in the KIPDA MPO region. The strategies that have been selected are in alignment with the goals and objectives outlined in this plan and offer recommended solutions to effectively manage congestion.

Local Context of Strategies

Strategies should fit into the context of the community, include public involvement, and take into consideration which solutions are appropriate for a specific corridor, development, or intersection. For example, high density, mixed use, urban areas are often pedestrian friendly environments with multimodal connections. Strategies utilized in these areas will differ from ones implemented in suburban or industrial areas. Similarly, strategies to address freeway or job center congestion will differ from corridors that do not serve a high volume of commuter traffic.

Bicycle and Pedestrian

Providing a supportive pedestrian environment includes improvement and expansion of bike and pedestrian facilities. Some of these improvements include sidewalks, multi-use paths, street furniture, transit shelters, bike lanes, shared wide curb lanes, and bicycle parking and storage. In 2016, KIPDA staff collected a bicycle and pedestrian facility inventory on all roads in the MPA classified as Arterial and above. The inventory is updated periodically and is available on the KIPDA Online.

Transit

Improving transit accessibility, expanding transit services, and improving transit operations increases the efficiency of the transit system, therefore making it a more attractive travel option. "The Transit Authority of River City (TARC) provides public transportation in the Greater Louisville area with bus routes in Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. TARC currently runs 41 routes, owns and operates 89 paratransit vehicles, and 230 buses." 2 Two-thirds of all trips taken are for work or school; reducing traffic congestion during high commuter travel times.

Rideshare

Ride sharing is the practice of sharing rides or transportation, especially by commuters, typically in the form of carpooling and vanpooling. Ridesharing can be formal or informal and reduces the number of single occupant vehicles on the roadway which leads to less congestion. Every Commute Counts is the ridesharing program in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA). This program helps organize carpools and vanpools. The only requirement for utilizing this program is that a person must either work and/or reside within the KIPDA nine-county region which expands beyond the boundaries of the MPA. Efforts center on carpooling, bike-pooling, and vanpooling while providing incentives for "alternative mode" commutes.

Transportation Systems Management and Operations Transportation systems management and operations "refers to multimodal transportation strategies to maximize the efficiency, safety, and utility of existing and planned transportation infrastructure." 3 Management and Operations strategies encompass many activities, such as:

Traffic Incident Management

- Traffic Signal Coordination
- Transit Signal Priority
- Bus Rapid Transit
- Freight and Work Zone Management
- Special Event Management
- Road Weather Management
- Congestion Pricing
- Managed Lanes
- Ridesharing and demand management programs
- Electronic Toll Collection
- Transit Smart Cards

Management and Operations are also connected to planning and infrastructure considerations such as access management, street network layout, and intersection design. Examples include:

- Use of Roundabouts
- Right-Turn Slip Lanes
- Median Islands
- Four-Way Stops
- Turning Lanes

Implementation of Strategies

Throughout project development, efforts will be made to assist project sponsors in their consideration of CMP strategies as congestion management measures. CMP-related processes have been established and planning tools made available that will integrate locally generated data, corridor-specific needs, regionally established goals and objectives, and performance-based transportation planning.

CMP project development begins with the KIPDA Metropolitan Transportation Plan (MTP), in the future referred to as Connecting Kentuckiana. Development of MTP CMP projects may occur through the update and the amendment processes. Once programmed in the MTP, the CMP-related projects and strategies will ultimately advance to the Transportation Improvement Program (TIP) for implementation while certain strategies are candidates for corridor level implementation (turning lanes, sidewalks) and others are more suited for regional consideration (transit and rideshare) there are also those strategies that may be applicable to both corridor level and regional implementation. Additionally, there are strategies that may address recurring congestion (signal timing, intersection improvements) and those that are more appropriate for non-recurring congestion (dynamic messaging signs). CMP-related projects and strategies will be considered at the corridor and regional levels, as well as in relation to recurring and non-recurring congestion. Using available data, congestion analysis, and existing transportation infrastructure inventories, the full range of congestion management strategies will be implementable.

Connecting Kentuckiana Project Development Guidelines

Implementation of strategies will begin with the Connecting Kentuckiana Project Development Guidelines and Project Application. In fostering a collaborative CMP process, project sponsors will be responsible for identifying initial project proposals designed to manage congestion on the CMP Network. The project sponsor will also be responsible for identifying what CMP Management Strategies may be utilized as part of an initial project proposal. The Project Development Guidelines will assist sponsors as they complete their Project Application by providing guidance and identifying resources for consideration in project development. Many of the resources identified in the Project Development Guidelines are relevant to the CMP. For instance, some of the information that will be made available to project sponsors that is important to the CMP will include:

- Bicycle infrastructure inventory
- Pedestrian infrastructure inventory
- CMP Network
- Transit routes
- Vanpool routes
- Levels of current congestion
- Forecast 2050 congestion estimates (under a No Build Scenario)

The Connecting Kentuckiana Project Application will include items that are both directly and indirectly relevant to the CMP. For instance, each applicant will be responsible for identifying all pedestrian improvements associated with their proposed projects regardless of its relevance to the CMP Network. Each applicant, for example, will also be responsible for identifying whether or not their proposed project is located on the CMP Network. If a proposed project is located on the CMP Network, the project application may lead the project sponsor through a series of items designed to clarify the applicant's consideration of CMP Management Strategies.

Appendix

change congested speed to avg all da speed

Peak Evening — derived — derived

	Road Name	Segment Start	Segment End	Distance	Length	Traffic Volume		Freeslow Speed(mph)		Congested Speed (mph)		Freeflow Travel Time (Minutes)		Average Travel Time (Minutes)		Buffer Time Index		Evening Rush Travel Time	
						SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
1	US 150	E Chestnut	Cherokee Pkwy	1.1	1.1 miles	1397	1259	25.36	24.26	18.29	17.57	2.60	2.72	6.77	6.47	0.87	0.8	12.66	11.65
2	Dutchmans Ln	KY 155	KY 1932	1.3	1.3 miles	1338	1637	38.29	36.16	27.5	25.75	2.04	2.16	3.47	3.78	1.86	1.77	9.92	10.47
3	KY 1747	US 60	US 150	6.2	6.2 miles	5566	5137	40.59	41.77	28.12	30.96	9.16	8.91	15.15	13.55	1.09	1.08	31.66	28.18
4	KY 1934	Crums Ln	KY 1931	4.7	4.7 miles	3473	2929	48.8	46.52	41.5	37.5	5.78	6.06	7.85	8.1	0.59	0.61	12.48	13.04
5	Taylor Blvd	Winkler Ave	I-264	4.8	4.8 miles	1805	1988	38.12	37.04	26	28.67	7.56	7.78	4.15	3.87	0.75	0.62	7.26	6.27
6	KY 864	Eastern Pkwy	Produce Rd	4.2	4.2 miles	3071	2936	29.62	29.51	24	23.5	8.51	8.54	9.12	9.68	0.51	0.51	13.77	14.62
7	KY 1447	US 60	KY 1747	5.2	5.2 miles	2073	2232	38.44	34.15	31.25	23.13	8.12	9.14	9.37	12.15	0.35	0.62	12.65	19.68
8	KY 1065	US 150	KY 61	7.5	7.5 miles	2582	3393	33.44	33.92	23.8	23.5	13.46	13.27	15.22	14.28	0.65	0.58	25.11	22.56
9	W Broadway	Southwestern Pkwy	9th St	3.3	3.3 miles	1697	1341	33.28	28.73	27.64	23.27	5.95	6.89	8.1	9.03	0.66	0.7	13.45	15.35
10	Billtown Rd	Watterson Trail	I-265	3.8	3.8 miles	2445	1860	39.24	39.06	29	28	5.81	5.84	6.78	6.97	0.47	0.47	9.97	10.25
11	Blackiston Mill Rd	Charlestown Rd	Lewis - Clark Pkwy	2.5	2.5 miles	1769	2243	29.48	27.45	23.75	21.6	5.09	5.46	5.93	6.17	0.43	0.51	8.48	9.32
12	I-71 N	I-264	I-265	5.9	5.9 miles	3948	7306	56.68	62.95	51.33	53.67	6.25	5.62	4.18	4.4	0.43	0.44	5.98	6.34
13	River Rd	Zorn Ave	Lime Kiln Rd	3.9	3.9 miles	1081	1563	45.2	44	37	35	5.18	5.32	11.21	11.7	0.2	0.2	13.45	14.04
14	US 31W	KY 1931	KY 2054	6.2	6.2 miles	4834	4024	41.52	41.76	29	30.35	8.96	8.91	16.23	15.22	0.79	0.83	29.05	27.85
15	Cooper Chapel Rd	KY 61	Cedar Creek Rd	4.1	4.1 miles	1252	1169	27.37	30.8	24.1	26.43	8.99	7.99	8.37	7.4	0.41	0.27	11.80	9.40
16	I-64	Mellwood Ave	I-264	4.6	4.6 miles	8112	6763	62.69	61.12	56.86	56.22	4.40	4.52	6.1	6.03	0.33	0.38	8.11	8.32
17	W Jefferson St	S 30th St	S 3rd St / 9th st	2.4	2.4 miles	967	279	24.5	20.17	21.71	16.75	5.88	7.14	7	5.97	0.61	0.69	11.27	10.09
18	Eastern Blvd	Lewis - Clark Pkwy	Spring St	1.9	1.9 miles	1455	1841	26.62	23.64	22.13	19.5	4.28	4.82	5.28	5.57	0.61	0.71	8.50	9.52
19	KY 146	KY 1408	I-265	3.6	3.6 miles	1751	2336	39.38	35.85	31.47	28.4	5.49	6.03	6.87	7.15	0.65	0.77	11.34	12.66
20	Algonquin Pkwy	S 39th St	Winkler Ave	3.5	3.5 miles	1221	1075	33.59	29.68	29	24.8	6.25	7.08	7.05	7.98	0.53	0.59	10.79	12.69
21	I-65 S	E Oak St	KY 841	9.4	9.4 miles	12905	11299	65.22	66.66	57.95	61.91	8.65	8.46	9.27	8.92	0.38	0.35	12.79	12.04
22	I-264	US 150	I-65	3.9	3.9 miles	8562	10520	61.3	55.54	49.27	47	3.82	4.21	4.82	4.68	0.87	0.62	9.01	7.58
23	KY 1931	Gagel Ave	KY 1934	6	6 miles	2157	1844	34.67	34.39	26.38	26.11	10.38	10.47	14.27	13.23	0.46	0.49	20.83	19.71
24	Market St	9th street	Northwestern Pkwy	3.3	3.3 miles	614	859	24	25.41	18.67	21.67	8.25	7.79	8.92	8.63	-0.19	0.39	7.23	12.00
25	KY 1932	US 42	US 150	6.6	6.6 miles	2923	2437	32.76	33.06	23.95	26.72	12.09	11.98	17.08	16.08	0.86	0.66	31.77	26.69
26	KY 1065	KY 864	I-65	4.8	4.8 miles	3048	3327	37.17	34.18	28.91	26.45	7.75	8.43	12.77	13.58	0.63	0.68	20.82	22.81
27	Hubbards Ln	US 42	Bowling Blvd	2.4	2.4 miles	927	1240	28.29	29.2	22.5	21	5.09	4.93	6.77	6.4	0.52	0.52	10.29	9.73
28	KY 155	KY 1747	Bardstown Rd	5.1	5.1 miles	3529	2990	36.24	38.13	26.77	30.31	8.44	8.03	13.18	12.15	0.92	0.72	25.31	20.90
29	KY 61	Eastern Pkwy	KY 1065	6.3	6.3 miles	3144	2943	37.2	37.99	28.55	30.37	10.16	9.95	14.27	14.22	0.94	0.78	27.68	25.31
30	KY 1865	KY 841	I-264	4.7	4.7 miles	2413	2937	38.73	35.56	27.6	28.08	7.28	7.93	12.9	11.37	0.65	0.64	21.29	18.65
31	2nd St/US 31	W Broadway	Eastern Blvd	2.2	2.2 miles	3392	3218	40.41	37.54	35.85	31.11	3.27	3.52	9.87	12	1.17	1.28	21.42	27.36
32	US 42	Mellwood Ave	I-264	4.7	4.7 miles	2048	1802	47.84	43.64	36.57	35.14	5.89	6.46	8.8	9.07	0.45	0.47	12.76	13.33
33	US 60	Breckinridge Ln	KY 1747	4.3	4.3 miles	4925	5601	38.46	41.07	27.4	28.62	6.71	6.28	10.65	11.33	0.83	0.98	19.49	22.43
34	I-264	US 150	I-65	9.9	9.9 miles	8622	10366	70.35	53.2	65	46.55	8.44	11.17	6.32	4.7	0.29	0.7	8.15	7.99
35	US 31W/60	KY 1931	KY 841	7	7 miles	4318	3752	43.09	37.92	32	26.14	9.75	11.08	8.63	9.1	0.64	0.73	14.15	15.74
36	KY 61	I-265	KY 44	8.8	8.8 miles	4288	3248	49.23	49.95	38.59	41.06	10.73	10.57	15.17	13.93	0.6	0.61	24.27	22.43
37	US 31	I-65	IN 311	5.9	5.9 miles	1381	1981	39.02	41.09	33.75	33.22	9.07	8.62	8.53	9.02	0.43	0.5	12.20	13.53
38	I-265	I-71	International Dr, IN	5.1	5.1 miles	5244	4213	71.87	72.29	70.8	70	4.26	4.23	4.28	4.1	0.21	0.2	5.18	4.92
39	KY 1703	Eastern Pkwy	KY 2052	5	5 miles	2936	3567	37.8	40.35	27.5	31.78	7.94	7.43	10.15	9.87	0.75	0.67	17.76	16.48
40	KY 2052	KY 1065	Hikes Ln	4.1	4.1 miles	3229	2706	34.56	38.52	27.17	30.83	7.12	6.39	9.52	8.1	0.59	0.59	15.14	12.88
41	KY 1020	E Main St	I-264	4.7	4.7 miles	1537		24.78		19.19		11.38	#DIV/0!	15.98		0.79		28.60	0.00
42	10th St (Jeffersonvi	I-265	Spring St	5.1	5.1 miles	2831	3037	36.85	38.03	28.8	29.5	8.30	8.05	11.08	11.03	0.38	0.4	15.29	15.44
43	Veterans Pkwy/Gre	Hamburg Pike	Lewis & Clark Pkwy	2.5	2.5 miles	3110	3603	26.78	27.61	20	21.57	5.60	5.43	8.13	7.78	0.63	0.69	13.25	13.15
44	Charlestown Rd	Vincennes St	I-265	3	3 miles	2564	2506	34.63	35.73	24.79	24.45	5.20	5.04	9.37	8.45	0.76	0.72	16.49	14.53
45	Lower Hunters Trac	US 31 W	Cane Run Rd	3	3 miles	1201	1078	32.18	33.31	26	26.25	5.59	5.40	6.58	7.38	0.43	0.48	9.41	10.92
46	KY 907	US 60	KY 1020	7	7 miles	1838	1490	35.02	35.72	25.89	26.56	11.99	11.76	15.3	14.2	0.5	0.47	22.95	20.87
47	Blankenbaker Pkwy	KY 155	US 60	4.4	4.4 miles	3147	3775	44.33	45.34	35.13	34.3	5.96	5.82	8.55	8.77	0.8	0.75	15.39	15.35
48	I-265	I-65	I-64	6.2	6.2 miles	9683	9611	73.66	74.35	65.88	66.73	5.05	5.00	13.55	12.95	0.36	0.41	18.43	18.26
49	Hikes Ln	KY 1703	KY 155	3.3	3.3 miles	1797	1864	32.84	29.12	28.25	23.5	6.03	6.80	7.53	8.45	0.67	0.94	12.58	16.39
50	US 150	KY 44	I-265	7.5	7.5 miles	6502	4085	52.96	56.76	42.31	50.33	8.50	7.93	11.87	9.02	0.7	0.47	20.18	13.26
51	Mt Tabor Rd	Green Valley Rd	Charlestown Rd	2.1	2.1 miles	1023	958	29.78	31.05	25	24.33	4.23	4.06	5.12	5.25	0.4	0.49	7.17	7.82
52	Grant Line Rd	8th Street	I-265	2.5	2.5 miles	2125	2369	33.08	33.93	22.83	24.67	4.53	4.42	6.47	6.45	0.64	0.63	10.61	10.51

						Peak Morning						derived								derived
						Traffic Volume		Freeslow Speed(mph)		Congested Speed (mph)		Freeflow Travel Time (Minutes)		Average Travel Time (Minutes)		Buffer Time Index		Travel Time During Morning Rush	
S/N	Road Name	Segment Start	Segment End	Distance	Length	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
1	US 150	E Chestnut	Cherokee Pkwy	1.1	1.1 miles	514	1036	25.3	24.3	21.86	21	2.61	2.72	5.25	5.03	0.94	1.05	10.19	10.31
2	Dutchmans Ln	KY 155	KY 1932	1.3	1.3 miles	993	1473	38.3	36.2	31.75	29	2.04	2.15	2.68	3.28	1.73	1.36	7.32	7.74
3	KY 1747	US 60	US 150	6.2	6.2 miles	2321	3736	40.59	41.77	34.2	33.57	9.16	8.91	11.93	12.27	1.12	1.09	25.29	25.64
4	KY 1934	Crums Ln	KY 1931	4.7	4.7 miles	1555	2195	48.8	46.52	43.7	41	7.62	8.00	7.13	7.26	0.52	0.72	10.84	12.49
5	Taylor Blvd	Winkler Ave	I-264	4.8	4.8 miles	743	1244	38.12	37.04	31.33	33.33	7.56	7.78	3.42	3.23	0.73	0.52	5.92	4.91
6	KY 864	Eastern Pkwy	Produce Rd	4.2	4.2 miles	1943	2077	29.62	29.51	25.75	24	8.51	8.54	8.15	9.03	0.54	0.51	12.55	13.64
7	KY 1447	US 60	KY 1747	5.2	5.2 miles	2061	1098	42.17	34.15	33	27.13	7.40	9.14	8.83	10.6	0.47	0.58	12.98	16.75
8	KY 1065	US 150	KY 61	7.5	7.5 miles	1389	1186	33.44	33.92	28.3	28.63	13.46	13.27	12.03	11.73	0.66	0.65	19.97	19.35
9	W Broadway	Southwestern Pkwy	9th St	3.3	3.3 miles	866	767	33.28	28.73	27.18	24.18	5.95	6.89	7.53	8.18	0.76	0.79	13.25	14.64
10	Billtown Rd	Watterson Trail	I-265	3.8	3.8 miles	891	1599	39.24	39.06	32	30	5.81	5.84	6.03	6.52	0.47	0.5	8.86	9.78
11	Blackiston Mill Rd	Charlestown Rd	Lewis - Clark Pkwy	2.5	2.5 miles	814	644	29.48	27.45	25.25	23.6	5.09	5.46	5.42	5.48	0.4	0.43	7.59	7.84
12	I-71 N	I-264	I-265	5.9	5.9 miles	3851	3799	56.68	62.95	52	59	6.25	5.62	4.18	3.95	0.38	0.22	5.77	4.82
13	River Rd	Zorn Ave	US 42	6.9	6.9 miles	1162	393	45.2	44	40	39	9.16	9.41	10.28	10.8	0.17	0.16	12.03	12.53
14	US 31W	KY 1931	KY 2054	6.2	6.2 miles	2433	3349	41.52	41.75	34.43	34.59	8.96	8.91	12.63	12	0.72	0.85	21.72	22.20
15	Cooper Chapel Rd	KY 61	Cedar Creek Rd	4.1	4.1 miles	633	467	27.37	30.8	24.7	27.29	8.99	7.99	8.03	7.3	0.37	0.27	11.00	9.27
16	I-64	Mellwood Ave	I-264	4.6	4.6 miles	5960	4426	62.69	61.12	57.86	58.56	4.40	4.52	5.93	5.72	0.34	0.27	7.95	7.26
17	W Jefferson St	S 30th St	S 3rd St / 9th st	2.4	2.4 miles	554	132	24.5	20.17	22.14	18.25	5.88	7.14	6.75	5.45	0.65	0.7	11.14	9.27
18	Eastern Blvd	Lewis - Clark Pkwy	Spring St	1.9	1.9 miles	905	762	26.62	23.64	23	2.63	4.28	4.82	4.97	5.28	1.03	1.22	10.09	11.72
19	KY 146	KY 1408	I-265	3.6	3.6 miles	1402	982	39.28	35.85	33.42	30.3	5.50	6.03	6.67	6.57	0.6	0.8	10.67	11.83
20	Algonquin Pkwy	S 39th St	Winkler Ave	3.5	3.5 miles	471	594	33.59	29.68	31	26	6.25	7.08	6.43	7.53	0.52	0.54	9.77	11.60
21	I-65 S	E Oak St	KY 841	9.4	9.4 miles	7773	10088	65.22	66.66	63.19	60.91	8.65	8.46	8.62	9.13	0.3	0.43	11.21	13.06
22	I-264 W	KY 150	I-65 S	3.9	3.9 miles	6680	7483	61.3	55.54	55.8	49.62	3.82	4.21	4.12	4.38	0.46	0.52	6.02	6.66
23	KY 1931	Gagel Ave	KY 1934	6	6 miles	918	1273	34.67	34.39	29.75	29.11	10.38	10.47	12.13	11.82	0.48	0.49	17.95	17.61
24	Market St	9th street	Northwestern Pkwy	3.3	3.3 miles	205	472	24	25.41	19.33	22.67	8.25	7.79	8.5	8.35	-0.9	0.45	0.85	12.11
25	KY 1932	US 42	US 150	6.6	6.6 miles	1455	2428	32.76	33.06	27.79	26.94	12.09	11.98	14.25	14.8	0.92	0.7	27.36	25.16
26	KY 1065	KY 864	I-65	4.8	4.8 miles	1519	1205	37.17	34.18	32.55	30.09	7.75	8.43	10.1	10.97	0.68	0.78	16.97	19.53
27	Hubbards Ln	US 42	Bowling Blvd	2.4	2.4 miles	634	488	28.29	29.2	23.5	22.25	5.09	4.93	6.28	5.92	0.51	0.55	9.48	9.18
28	KY 155	KY 1747	US 150	5.1	5.1 miles	1542	2237	36.24	38.13	29.77	31.46	8.44	8.03	11.53	10.95	0.94	0.81	22.37	19.82
29	KY 61	Eastern Pkwy	KY 1065	6.3	6.3 miles	1510	2058	37.2	37.99	31.6	33.26	10.16	9.95	11.57	11.87	0.82	0.74	21.06	20.65
30	KY 1865	KY 841	I-264	4.7	4.7 miles	1054	2112	38.73	35.56	33.4	30.33	7.28	7.93	9.88	10.05	0.59	0.65	15.71	16.58
31	2nd St	W Broadway	US 31	2.2	2.2 miles	3023	1752	40.41	37.54	36.55	33.5	3.27	3.52	7.87	9.1	1.03	1.09	15.98	19.02
32	US 42	Mellwood Ave	I-264	4.7	4.7 miles	1338	1020	47.84	43.64	38	37.57	5.89	6.46	8.08	8.3	0.44	0.49	11.64	12.37
33	US 60	Breckinridge Ln	KY 1747	4.3	4.3 miles	2703	2421	38.46	41.07	30.6	32.69	6.71	6.28	8.77	9.02	0.87	0.96	16.40	17.68
34	I-264	US 31	I-65	9.9	9.9 miles	7456	7149	70.35	53.2	66.22	48.82	8.44	11.17	6.13	4.55	0.26	0.69	7.72	7.69
35	US 31W/60	KY 1931	KY 841	7	7 miles	1846	2422	43.09	37.92	37.38	31.57	9.75	11.08	7.17	7.13	0.61	0.75	11.54	12.48
36	KY 61	I-265	KY 44	8.8	8.8 miles	1656	2530	49.23	49.95	42.59	43.88	10.73	10.57	12.9	12.47	0.65	0.58	21.29	19.70
37	US 31	I-65	IN 311	5.9	5.9 miles	995	730	39.02	41.09	34.38	35	9.07	8.62	8.33	8.43	0.4	0.41	11.66	11.89
38	I-265	I-71	International Dr, IN	5.1	5.1 miles	2905	3733	71.87	72.29	70.6	70.75	4.26	4.23	4.32	4.07	0.2	0.21	5.18	4.92
39	KY 1703	Eastern Pkwy	KY 2052	5	5 miles	1914	2459	37.8	40.35	30.5	35	7.94	7.43	9.15	8.73	0.79	0.59	16.38	13.88
40	KY 2052	KY 1065	Hikes Ln	4.1	4.1 miles	1137	2008	34.56	38.52	30	33	7.12	6.39	8.33	7.62	0.58	0.58	13.16	12.04
41	KY 1020	E Main St	I-264	4.7	4.7 miles	616		24.78		21.44		11.38	#DIV/0!	14.32		0.8		25.78	0.00
42	10th St (Jeffersonville)	I-265	Spring St	5.1	5.1 miles	2041	1570	36.85	38.03	31.2	32.67	8.30	8.05	9.87	9.42	0.46	0.4	14.41	13.19
43	Veterans Pkwy/Greentr	Hamburg Pike	Lewis & Clark Pkwy	2.5	2.5 miles	1376	1279	26.78	27.72	22.72	24.14	5.60	5.41	6.47	6.3	0.69	0.68	10.93	10.58
44	Charlestown Rd	Vincennes St	I-265	3	3 miles	1545	1289	34.63	35.73	28.29	28.18	5.20	5.04	8.33	7.13	0.74	0.71	14.49	12.19
45	Lower Hunters Trace	US 31 W	Cane Run Rd	3	3 miles	464	622	32.18	33.31	28.25	28	5.59	5.40	6	6.75	0.46	0.53	8.76	10.33
46	KY 907	US 60	KY 1020	7	7 miles	691	839	35.02	35.72	29	29.22	11.99	11.76	13.17	12.73	0.49	0.41	19.62	17.95
47	Blankenbaker Pkwy	KY 155	US 60	4.4	4.4 miles	1834	2479	44.33	45.34	38.38	36.6	5.96	5.82	7.37	7.85	0.69	0.73	12.46	13.58
48	I-265	I-65	I-64	6.2	6.2 miles	6767	6547	73.66	74.35	70.13	69.73	5.05	5.00	12.81	12.88	0.23	0.36	15.76	17.52
49	Hikes Ln	KY 1703	KY 155	3.3	3.3 miles	1278	953	32.84	29.12	30.75	25.63	6.03	6.80	6.62	7.63	0.68	0.89	11.12	14.42
50	US 150	KY 44	I-265	7.5	7.5 miles	2522	4492	52.97	56.76	47.23	50.42	8.50	7.93	10.47	9.3	0.67	0.64	17.48	15.25
51	Mt Tabor Rd	Green Valley Rd	Charlestown Rd	2.1	2.1 miles	499	607	29.78	31.05	26.33	26.33	4.23	4.06	4.85	4.92	0.39	0.46	6.74	7.18
52	Grant Line Rd	8th Street	I-265	2.5	2.5 miles	1523	1252	33.08	33.93	25.17	27.33	4.53	4.42	5.77	5.72	0.66	0.47	9.58	8.41
				244.5															

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

KIPDA

Agenda Item #9

MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Brady Hill

DATE: May 7, 2025

SUBJECT: 2025 Kentucky STBG Call for Projects

KIPDA staff will announce the schedule of the 2025 Kentucky STBG Call for Projects. More information regarding this call for projects can be found below:

Sponsor Eligibility
All state and local public agencies in the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) are eligible to compete for MPO-dedicated funds. However, all projects awarded MPO-dedicated funding must be put towards projects located within the MPA boundary to be eligible.

This call is only for STBG-MPO funds in Kentucky

Kentucky STBG-MPO Projected Carryover Balance as of 5/7/25

FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
$28,873,807	$ 11,472,983	($2,927,028)	$10,749,468	$22,266,116

Total availability of STBG-MPO funding is **$22,266,116**

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2025 Call for Projects Timeline

Task	Timeline
TTCC Working Group Invitations	Month of June
Call for Projects application period opens	July 1st
Call for Projects application period closes	August 1st (COB)
KIPDA staff and TTCC Working Group reviews & scores project submissions	Month of August
Public Review Period	September 1st - September 22nd
TTCC Working Group Meeting #1	1st week of October
TTCC Working Group Meeting #2 (if needed)	3rd full week of October
Call for Projects Recommendation to the TTCC	November 12th
Call for Projects Recommendation of the TTCC to the TPC	November 20th
Admin mod level changes will be made in November's administrative modification	November 21st
Amendment level changes will be made at next available opportunity	January 2026 TPC

MPO-Dedicated Funding Application Process (which application do sponsors need to submit?)

New MPO-dedicated projects:

- Must submit a Full Project Application
- Sponsors will have an opportunity to select which funding sources they believe their project is eligible for and concurrently, which of the three funding sources they desire their project to compete for
- New projects must adhere to KIPDA's Complete Streets Policy, or provide a justification as to why an exemption is necessary (see page 7 of the PMG)

Existing MPO-dedicated projects:

- If a project requires no changes and does not need to add any additional funding, then no application or submission will be required.
- If a project requires substantive changes in design, concept, location, or scope, then a Full Project Application must be submitted
- If a project does not require substantive changes in design, concept, location, or scope, but does require other changes (such as adding additional funding, adjusting funding years, or adjusting a project's total project cost, etc…), then an Expedited Project Application should be submitted.

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General Application Notes:

- Full Project Applications **require** the application to provide an **accurate mapping** of their proposed project
    - Expedited Project Applications will ask a mapping question, but this question is not important—just draw a line to meet the software's requirements as instructed.
- Hyperlinks can be found on most of the application pages that take you to the TIP Project Listings webpage. Here you can download an Excel Spreadsheet that displays your project's details in the TIP for your reference (note the "processed as of" date on the download page).
- In the funding section of either application, provide the funding years you would prefer for your project if funding was available. Note that a sponsor's preferred schedule may not be able to be accommodated depending on funding availability and other factors. However, a project will not typically be programmed ahead of a sponsor's preferred schedule.
- Brief tutorial videos of each application are available for you to view via KIPDA's transportation planning portal. If you have **any** additional application questions, please reach out to Brady Hill or Chris Nicolas.

For more information regarding the Call for Projects please refer to the Project Management Guidebook (PMG)

Surface Transportation Block Grant (STBG-MPO): This is a federal-aid program that provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

STBG Fact Sheet
FHWA STBG Guidance Document

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Agenda Item #10

MEMORANDUM

TO: Transportation Technical Coordinating Committee (TTCC)

FROM: Chris Nicolas

DATE: May 7, 2025

SUBJECT: Tentative Schedule for Amendment 1 to the FY25 – FY28 TIP (pending approval) / Amendment 10 to CK2050 MTP

KIPDA staff will engage the Transportation Technical Coordinating Committee (TTCC) in a planning discussion for Amendment 1 to the *FY25 – FY28 Transportation Improvement Program* (TIP). This same list of updates will be referred to as Amendment 10 to *Connecting Kentuckiana 2050* (CK2050) Metropolitan Transportation Plan (MTP).

TASK	TIMELINE
Project applications (new or modified) are due from sponsors	June 20, 2025
KIPDA staff completes project review	June 30, 2025
Air quality conformity activities	June 30, 2025 – July 28, 2025
Interagency Consultation Group (IAC) Meeting	Week of July 14th
Public comment period	July 29, 2025 – August 12, 2025
Public Comment Virtual Meeting	TBD
Transportation Technical Coordinating Committee (TTCC) Recommendation	August 13, 2025
Comments sent to the Transportation Policy Committee (TPC)	August 12, 2025
TPC Action	August 21, 2025
Federal Review Begins	August 22, 2025

This timeline will likely overlap with the final federal review period of the new TIP. The Amendment will be drafted and tasks will be processed pending the approval of FY25-FY28 TIP.

No Action is Requested

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HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA