



Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020 – FY 2025 Transportation Improvement Program

Kentucky Member Counties

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan planning organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) as well as a short-range planning document, the Fiscal Year (FY) 2020 – 2025 Transportation Improvement Program (TIP). The public comment period begins on October 24th and ends on November 7th, 2020.

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is financially reasonable and the TIP is still fiscally constrained. This packet includes the following documents:

- A listing of all the projects being added, removed, or modified
- Revisions to the Performance Management Plan (changes highlighted in yellow)
- Air quality conformation documentation
- Meeting minutes from the Interagency Consultation (IAC) conference call

Indiana Member Counties

Please review the proposed changes and submit comments by:

- Visiting <http://kipdatransportation.org/amendment2/> and click on the *Amendment 2 Map* link
- Emailing your comments to kipda.trans@kipda.org
- Mailing your comments to us at
 - o TIP & MTP Amendment, KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299
- Asking questions or providing comments in-person during a virtual open house to be held on October 27, 2020 from 5:00 p.m. – 7:00 p.m. A link to the virtual meeting can be found at the bottom of the following webpage <http://kipdatransportation.org/amendment2/>

Clark

Floyd

Equal Opportunity Employer

If you have questions or additional information is needed, call Greg Burress at 502-266-6144 ext. 123.



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Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	Add project				
MTP Action:	Update estimated cost				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Air Pollution Control District (APCD)	KIPDA ID:	369	State ID:	TBD
County	Bullitt / Jefferson / Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kentuckiana Air Education		Total Estimated Cost in MTP (i.e. CK 2040):	\$6,492,000	
			Total Cost Programmed in TIP to Date:	\$5,492,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	N/A (ongoing program)	
Description:	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.				
Purpose & Need:	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.				
FY 20-25 TIP Funding:	<p>FY 2021 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2022 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>FY 2023 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2024 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p>*FY 2025 Operations phase with the following STBG-MPO funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p>				

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TIP Action:	None				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Bullitt County	KIPDA ID:	2765	State ID:	N/A
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	I- 65 Barrier Wall MP 116 to MP 118	Total Estimated Cost in MTP (i.e. CK 2040):		\$4,800,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A	Open to Public Date:		2026	
Description:	Sound barrier wall on I-65 from MP 116 to MP 118 post northbound side.				
Purpose & Need:	To provide relief of interstate noise to residents that bound the northbound lanes of I-65 from MP 116 to MP 118.				
FY 20-25 TIP Funding:	None				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Project will be added to 2030, 2035, and 2040 scenarios. Note: This project replaces KIPDA IDs 493 and 1926 in the analysis.		
Project Sponsor:	Bullitt County	KIPDA ID:	NEW	State ID:	TBD
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$43,300,000	
		Total Cost Programmed in TIP to Date:		\$1,000,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:		2030	
Description:	Widen KY 44 from 2 to 4 lanes from US 31 E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.				
Purpose & Need:	Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-MPO funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total)				

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TIP Action:	Remove project from first four years of FY 2020 - 2025 TIP				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	INDOT	KIPDA ID:	2519	State ID:	1800706
County	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 Bridge Painting Over I-64 EB/WB	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$400,170	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2024	
Description:	Bridge painting on US 150 located 08.81 miles east of IN 335 over I-64 EB/WB.				
Purpose & Need:	Bridge painting				
FY 20-25 TIP Funding:	FY 2021 Preliminary Engineering phase with the following STBG-ST funds:- \$160,000 (Federal) + \$40,000 (Other) = \$200,000 (Total) *FY 2024 Construction phase with the following STBG-ST funds: \$160,136 (Federal) + \$40,034 (Other) = \$200,170 (Total)				

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TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No change to model. Neither the description nor the OTP Date are changing.		
Project Sponsor:	Jeffersontown	KIPDA ID:	2774	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Galene Drive/Sprowl Road Collector Extension	Total Estimated Cost in MTP (i.e. CK 2040):		\$3,250,500	
		Total Cost Programmed in TIP to Date:		\$375,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2028	
Description:	<p>Improve capacity along Galene Drive from Maple Road to College Drive and improve mobility between Galene Drive and Watterson Trail. Potential improvements include realigning Galene Drive and Sprowl Road, extending Sprowl Road across Taylorsville Road to Bluebird Lane and Shelby Street, widening Galene Drive, Sprowl Road, and Shelby Street, curb and gutter, sidewalk and bicycle facilities, turning movements and signalization.</p> <p>Realign Galene Drive and Sprowl Road to eliminate the right turn/left turn movement as it approaches Taylorsville Road. Extend Sprowl Road across Taylorsville Road and connect up with Shelby Street and widen Shelby Street to Watterson Trail intersection. The project includes widening the collector roadway, curb and gutters, sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.</p>				
Purpose & Need:	The project will increase connectivity in the downtown business district of Jeffersontown and provide a new collector roadway to relieve the congestion at that the Taylorsville Road/Watterson Trail Intersection. It will enhance economic development opportunities and connectivity to schools, civic uses of the city.				
FY 20-25 TIP Funding:	FY 2021 Planning phase with the following STBG-MPO funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)				

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TIP Action:	Add project				
MTP Action:	Revise project description				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. Changes are limited to funding changes and a change to the description that does impact the way that the project is represented in the model.		
Project Sponsor:	KYTC	KIPDA ID:	390	State ID:	5-80000.00
County	Jefferson, Shelby	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64	Total Estimated Cost in MTP (i.e. CK 2040):		\$74,240,000	
		Total Cost Programmed in TIP to Date:		\$3,000,000 \$15,750,000	
Funding Source:	State	Open to Public Date:		2029	
Description:	<p>Eastwood Fisherville Connector to I-64 (18CCN) (2020CCR). Project will consider a new interchange and connector road from KY 148 to US 60 (Shelbyville Road) with a new interchange on the I-64 corridor. Interchange would be in the vicinity of Gilliland Road.</p> <p>New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on the I-64 corridor. Corridor would be in the vicinity of Gilliland Road.</p>				
Purpose & Need:	<p>CHAF Purpose: Eastwood Fisherville Connector to I-64 (18CCN) Reduce congestion and improve connectivity to I-64 in eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County.</p> <p>CHAF Need: This project is needed because in light of existing and anticipated growth, local and regional access via the interstate system and local roadway network is needed due to their being a distance of 9 miles between access to I-64 from I-265 (Gene Snyder Freeway) in Jefferson County to KY 1848 (Buck Creek Road) in Shelby County. Limited access to I-64 has contributed to ever increasing traffic volumes on US 60 and KY 155/KY 148.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Preliminary Engineering phase with the following State funds: \$0 (Federal) + \$750,000 (Other) = \$750,000 (Total)</p> <p>FY 2023 Design phase with the following State funds: \$0 (Federal) + \$5,000,000 (Other) = \$5,000,000 (Total)</p> <p>*FY 2024 Right of Way phase with the following State funds: \$0 (Federal) + \$8,000,000 (Other) = \$8,000,000 (Total)</p> <p>*FY 2025 Utilities phase with the following State funds: \$0 (Federal) + \$2,000,000 (Other) = \$2,000,000 (Total)</p>				

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TIP Action:	Modify TIP funding and update open to public (OTP) date				
MTP Action:	Update open to public date				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2596	State ID:	5-10016.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Bridge Painting		Total Estimated Cost in MTP (i.e. CK 2040):	\$30,000,000	
			Total Cost Programmed in TIP to date:	\$30,000,000	
Funding Source:	National Highway Performance Program (NHPP) Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2027 2022	
Description:	<p>KYTC Highway Plan (June, 2018)-Bridge painting of I-64 Riverside Expressway bridges. (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N).</p> <p>CHAF: TBD.</p>				
Purpose & Need:	Maintain the existing transportation network in a state of good repair.				
FY 20-25 TIP Funding:	<p>*FY 2024 Construction phase with NHPP funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)</p> <p>*FY 2025 Construction phase with NHPP funds: \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2021 Construction phase with STBG-ST funds: \$7,800,000 (Federal) + \$10,800,000 (Other) = \$18,600,000 (Total)</p> <p>FY 2021 Construction phase with NHPP funds: \$11,400,000 (Federal) + \$0 (Other) = \$11,400,000 (Total)</p>				

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TIP Action:	Add project				
MTP Action:	Update open to public (OTP) date and add state ID				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2788	State ID:	5-483.2
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71	Total Estimated Cost in MTP (i.e. CK 2040):		\$71,300,000	
		Total Cost Programmed in TIP to Date:		\$5,500,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2027 2030	
Description:	KYTC Highway Plan (June, 2018)-Widen I-71 from four to six lanes from KY 393 (MP 18.0) to KY 53 (MP 22.4). (16CCN) CHAF ID: IP20160193.				
Purpose & Need:	<p>CHAF Purpose:-The purpose of the I-71 widening and reconstruction is to address the capacity deficiencies and operational issues that currently characterize the existing corridor and provide increased efficiency and safety for the traveling public. It will serve through</p> <p>CHAF Need:-The needs being addressed by the proposed I-71 project are based on the following facts: Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600.</p>				
FY 20-25 TIP Funding:	FY 2023 Design phase with the following NHPP funds: \$4,400,000 (Federal) + \$1,100,000 (Other) = \$5,500,000 (Total)				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Add an additional lane in each direction (6 lanes total) to I-71 from the KY 53 interchange to the Henry County line in the 2030, 2035, and 2040 scenarios.		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-552.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-71	Total Estimated Cost in MTP (i.e. CK 2040):		\$64,000,000	
		Total Cost Programmed in TIP to Date:		\$5,600,000	
Funding Source:	National Highway Performance Program (NHPP)		Open to Public Date:	2029	
Description:	Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes). KIPDA Note: The project limits are from MP 22.033 to MP 24.727 (Oldham/Henry County Line) in Oldham County and from MP 24.727 to MP 28.00, outside the MPA, in Henry County.				
Purpose & Need:	This project is necessary because of a higher than average crash rate compared to similar roadway segments, as well as a large amount of truck traffic on I-71 from KY 53 in Oldham County to KY 153 in Henry County. The percent of injury crashes along this section of I-71 is 30% in Oldham Co. and 17.5% in Henry Co., which exceeds the Interstate average as referenced in the March 2014 I-71 Study of 17.4%. The percent of fatal crashes of 1.4% in Oldham Co. exceeds the Interstate average of 0.47% cited in the study. The critical crash rate factor (CCRF) on this section in Henry Co. was 1.033 in 2013. The truck percentage in 2013 was 25% with a 2038 truck percent growth rate of 1.4%/yr projected by the study. There are major traffic and truck generators near MP 22.0. Deficiencies include inside shoulder widths and sag curves.				
FY 20-25 TIP Funding:	FY 2023 Design phase with the following NHPP funds: \$4,480,000 (Federal) + \$1,120,000 (Other) = \$5,600,000 (Total)				

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TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2035 and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	493	State ID:	5-347.5
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,860,000	
		Total Cost Programmed in TIP to Date:		\$7,860,000	
Funding Source:	State	Open to Public Date:		2032	
Description:	CHAF: Mt. Washington-Taylorsville Road; Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles (04CCN).				
Purpose & Need:	<p>CHAF Purpose: The purpose of this project is to improve capacity, relieve congestion, and improve safety along KY 44 from US 31E/150 (Bardstown Road) to KY 1319 (Kings Church Road).</p> <p>CHAF Need: KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. KY 44's intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42 single vehicle collisions. Of the 29 crashes at the intersection of KY 44 and US 31E (Bardstown Road), 21 were rear end collisions. The significance of crashes along this section is further enhanced by the narrow roadway providing poor access for emergency vehicles. The KY 44 vertical alignment provides inadequate sight distance at the east end of the project, particularly at the intersections with East Sanders Lane and Kings Church Road. Relieving congestion and delays for traffic destined for Bullitt East High School and Old Mill Elementary School, especially during the a.m. peak hours, is particularly needed.</p>				
FY 20-25 TIP Funding:	FY 2020 Construction phase with the following State funds: \$0 (Federal) + \$4,680,000 (Other) = \$4,680,000 (Total)				

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TIP Action:	Remove project				
MTP Action:	Remove project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	1926	State ID:	5-347.56
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$11,719,000	
		Total Cost Programmed in TIP to Date:		\$8,760,000	
Funding Source:	State	Open to Public Date:		2028	
Description:	<p>CHAF: KY 44 Section 2 from Parkland Trail/Winning Colors Drive eastward to Kings Church Road (KY 1319). (2008BOPC) CHAF ID: IP20150246.</p> <p>Additional Considerations: Add center turn lane.</p>				
Purpose & Need:	<p>CHAF Purpose: Improve capacity, relieve congestion, and improve safety along KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road).</p> <p>CHAF Need: This project is needed because the vertical alignment provides inadequate sight distances, particularly at the intersections with East Sanders Lane and Kings Church Road on KY 44 from Parkland Trace/Winning Colors Drive to KY 1319 (Kings Church Road). Existing delays especially during the AM peak periods also occur due to traffic destined to Bullitt East High School/Old Mill Elementary School and Mount Washington.</p>				
FY 20-25 TIP Funding:	None				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Change KY 44 to a 5-lane section from Bogard Lane to Armstrong Lane in the 2030, 2035, and 2040 scenarios		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-80103.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 44	Total Estimated Cost in MTP (i.e. CK 2040):		\$28,200,000	
		Total Cost Programmed in TIP to Date:		\$28,200,000	
Funding Source:	State	Open to Public Date:		2027	
Description:	Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.				
Purpose & Need:	The project is intended to reduce congestion and improve safety on KY 44 from Bogard Lane to Armstrong Lane. Project will consider five lane widening and bike/ped accommodations. This project is needed because the capacity of KY 44 does not adequately accommodate existing or future traffic volumes. In addition, the existing roadway exhibits a higher than average crash rate due to the volume of traffic.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following State funds: \$0 (Federal) + \$2,300,000 (Other) = \$2,300,000 (Total) FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$4,700,000 (Other) = \$4,700,000 (Total) *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$6,600,000 (Other) = \$6,600,000 (Total) *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$14,600,000 (Other) = \$14,600,000 (Total)				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Reflect KY 155 as a 3-lane roadway from the Spencer County line to the KY 148 intersection in the 2030, 2035, and 2040 scenarios. The 3rd lane will be considered to be a continuous center turn lane in the model until it is known where the extended passing lanes will be located.		
Project Sponsor:	KYTC	KIPDA ID:	NEW	State ID:	5-8954.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 155	Total Estimated Cost in MTP (i.e. CK 2040):		\$17,890,000	
		Total Cost Programmed in TIP to Date:		\$17,890,000	
Funding Source:	State Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2027	
Description:	Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane. (16CCN)(18CCN)(2020CCR) KIPDA Note: This project will extend outside the MPO area on KY 55/KY 155 in Spencer County (MP 0.00 to MP 4.247).				
Purpose & Need:	This project would seek to improve freight access and inter-regional mobility between the City of Taylorsville, the Bluegrass Parkway (Central Kentucky) and City of Louisville. The current 2-lane roadway has limited capacity and ADT is projected to increase at a rate significantly higher than average. Project also seeks to reduce the number of high-speed collisions along the corridor by providing safer passing opportunities at a lower cost than traditional roadway widening.				
FY 20-25 TIP Funding:	FY 2021 Design phase with the following STBG-ST funds: \$800,000 (Federal) + \$200,000 (Other) = \$1,000,000 (Total) FY 2023 Right of Way phase with the following State funds: \$0 (Federal) + \$40,000 (Other) = \$40,000 (Total) *FY 2024 Utilities phase with the following State funds: \$0 (Federal) + \$820,000 (Other) = \$820,000 (Total) *FY 2025 Construction phase with the following State funds: \$0 (Federal) + \$16,030,000 (Other) = \$16,030,000 (Total)				

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TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	KYTC	KIPDA ID:	2371	State ID:	5-808.00
County	Jefferson	Parent ID:	1633	Group ID:	N/A
Project Name:	KY 155	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,730,000	
		Total Cost Programmed in TIP to date:		\$2,730,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2024 2021	
Description:	Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.(2016BOP). Project length is 0.6 miles.				
Purpose & Need:	Improve intersection safety and maintain continuity for roadway users, park users, and local residents at and near the KY 155/South Pope Lick Road intersection in eastern Jefferson County. This project is needed because traffic has increased significantly with recent developments in the area including the new 4,000 acre Parklands of Floyds Fork recreational area making it difficult for vehicles to turn onto KY 155 from the approach roads at the KY 155/South Pope Lick Road intersection. The intersection is not signalized and traffic on KY 155 moves at 55 MPH (the posted speed limit) or higher. Traffic back-ups at this intersection are common and sight distance is limited. The South Pope Lick intersection doubles as a signature entrance to the park on the south side of KY 155. A shared-use trail crosses under KY 155 at the South Pope Lick intersection.				
FY 20-25 TIP Funding:	FY 2021 Right of Way phase with STBG-ST funds: \$144,000 (Federal) + \$36,000 (Other) = \$180,000 (Total) FY 2021 Utilities phase with STBG-ST funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total) FY 2023 Construction phase with STBG-ST funds: \$4,000,000 (Federal) + \$1,000,000 (Other) = \$5,000,000 (Total)				

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MTP Action:	Update estimated cost				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. Changes are limited to changes in funding		
Project Sponsor:	KYTC	KIPDA ID:	147	State ID:	5-234.00
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 393	Total Estimated Cost in MTP (i.e. CK 2040):		\$19,870,000	
		Total Cost Programmed in TIP to Date:		\$11,990,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State		Open to Public Date:	2022	
Description:	<p>KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2).</p> <p>IP20160227.</p>				
Purpose & Need:	<p>The primary purpose of the proposed project is to improve traffic flow and correct safety deficiencies through reconstruction and realignment of the existing facility, including construction of an underpass to replace the at-grade crossing of the CSX Railroad paralleling KY 146. The proposed improvements will accommodate the predicted increase in traffic volumes, reduce accident potentials, upgrade connections with I-71, and improve traffic service and safety for the large Oldham County school complex along the west side of existing KY 393 at KY 146.</p> <p>The project will correct identified traffic problems associated with existing design deficiencies, sight distance, grades and curves, train/automobile conflicts, school complex ingress and egress, emergency service demands, travel safety, travel time, and convenience. An improved facility is needed because of the route's importance in the local and regional transportation network and the necessity for improving system connectivity and travel conditions for school buses, emergency services, farm equipment, commercial vehicles, and local public access.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Construction phase with the following STBG-ST funds: \$9,976,000 (Federal) + \$2,492,000 (Other) = \$12,470,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
FY 2020 - FY 2025 Transportation Improvement Program
November 24, 2020

TIP Action:	Modify TIP funding and revise description				
MTP Action:	Update estimated cost and revise description				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model. The revised description has no impact on the model.		
Project Sponsor:	KYTC	KIPDA ID:	1819	State ID:	5-8203.00
County:	Jefferson	Parent ID:	257	Group ID:	N/A
Project Name:	KY 1819	Total Estimated Cost in MTP (i.e. CK 2040):		\$7,840,000	
		Total Cost Programmed in TIP to Date:		\$2,700,000	
Funding Source:	State	Open to Public Date:		2025	
Description:	<p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC)</p> <p>6YP-DESC – Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CC) CHAF-DESC – The purpose of this project is to bring geometric deficiencies up to modern roadway standards and improve corridor wide capacity and operations. CHAF ID: IP20160185. Travel Model Info – KIPDA ID 257 overrides this project as far as any model changes are concerned. Model reflects KIPDA ID 257 beginning in the 2020 scenario, which is a widening to 3 lanes from I 265 to Watterson Trail. No additional changes to Billtown Rd. are assumed to occur when KIPDA ID 1819 is OTP in 2025. KYTC needs to clarify (should consider removing KIPDA ID 257 from the MTP).</p>				
Purpose & Need:	<p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right-of-way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road, with the exception of the Ruckriegel Parkway intersection (which is expected to increase by 8.0% per year). The entire corridor operated at LOS E in 2006 and 2010.</p> <p>Reconstruct Billtown Road from north of Colonnades Place to south of Easum Road. (04CCN)(06CCN)(08CCR)(10CCR)(12CCR). Limited right of way and narrow shoulders (three feet or less) exists along the length of the corridor. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Bi</p>				
FY 20-25 TIP Funding:	<p>FY 2022 Construction phase with the following State funds: \$0 (Federal) + \$3,280,000 (Other) = \$3,280,000 (Total)</p> <p>*FY 2024 Construction phase with the following State funds:- \$0 (Federal) + \$2,700,000 (Other) = \$2,700,000 (Total)</p>				

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November 24, 2020

TIP Action:	N/A				
MTP Action:	Modify open to public date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove from 2020 scenario		
Project Sponsor:	KYTC	KIPDA ID:	257	State ID:	5-8203.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 1819	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,700,000	
		Total Cost Programmed in TIP to Date:		\$7,260,000	
Funding Source:	State	Open to Public Date:		2025 2020	
Description:	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.				
Purpose & Need:	<p>The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. The corridor has limited right-of-way and narrow shoulders that are under three feet. Historic traffic volumes have shown strong growth along Billtown Road with traffic volumes expected to increase by 7.5% per year along the length of Billtown Road; with the exception of the Ruckriegel Parkway intersection which is expected to increase by 8.0% per year. A speed study showed that most drivers exceed the speed limit, particularly in the north end of the study area.</p> <p>There are several intersections where, as of 2006, there were poor levels of service. In 2010, all intersections have at least one or more approaches with a poor level of service. At the intersection of Gellhaus Lane and Billtown Road, the queue length of the westbound left turn exceeds the available storage. At the intersection of Ruckriegel Parkway and Billtown Road, the queue lengths during peak periods exceed the available storage for the westbound left and the northbound right turn. The entire corridor operates at LOS E in 2006 and 2010. All sections except the portion of Billtown Road between Shady Acres Lane and Ruckriegel Parkway operate at LOS E in 2030. The Shady Acres Lane to Ruckriegel Parkway section operates at LOS F.</p>				
FY 20-25 TIP Funding:	None				

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TIP Action:	Add project for illustrative purposes only				
MTP Action:	Update open to public (OTP) date and change state ID				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	Louisville Metro	KIPDA ID:	2153	State ID:	5-80108.00 8801.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Rangeland Road	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,670,000	
		Total Cost Programmed in TIP to Date:		\$3,090,000 \$2,590,000	
Funding Source:	State	Open to Public Date:		2027 2025	
Description:	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles.				
Purpose & Need:	Reduce congestion and improve safety on Rangeland Road for 1.23 miles.				
FY 20-25 TIP Funding:	*FY 2024 Right of Way phase with the following State funds: \$0 (Federal) + \$1,250,000 (Other) = \$1,250,000 (Total)				

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TIP Action:	Modify TIP funding, revise description and update open to public (OTP) date				
MTP Action:	Revise description and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2025 scenario		
Project Sponsor:	KYTC	KIPDA ID:	2598	State ID:	5-8952.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 60	Total Estimated Cost in MTP (i.e. CK 2040):		\$2,200,000	
		Total Cost Programmed in TIP to Date:		\$2,200,000	
Funding Source:	Surface Transportation Block Grant (STBG) - State State		Open to Public Date:	2029 2024	
Description:	Widen US 60 to three lanes from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (16CCN) (Locals will do design for \$330,000.)				
Purpose & Need:	Improve safety and mobility. The Critical Rate Factor (CRF) along this segment of US 60 is 0.53. The KY State Data Center Report shows an employment annual growth rate in this area ranging from 1.6% to 2.9% and a population annual growth rate ranging from 0.4% to 2.6%.				
FY 20-25 TIP Funding:	<p>FY 2021 Design phase with the following STBG-ST funds: \$264,000 (Federal) + \$66,000 (Other) = \$330,000 (Total)</p> <p>FY 2023 Right of Way phase with the following STBG-ST funds: \$328,000 (Federal) + \$82,000 (Other) = \$410,000 (Total)</p> <p>*FY 2024 Utilities phase with the following STBG-MPO funds: \$368,000 (Federal) + \$92,000 (Other) = \$460,000 (Total)</p> <p>FY 2020 Design phase with the following State funds:- \$0 (Federal) + \$330,000 (Other) = \$330,000 (Total)</p> <p>FY 2020 Right of Way phase with the following State funds:- \$0 (Federal) + \$410,000 (Other) = \$410,000 (Total)</p> <p>FY 2020 Utilities phase with the following State funds:- \$0 (Federal) + \$460,000 (Other) = \$460,000 (Total)</p> <p>FY 2021 Construction phase with the following State funds:- \$0 (Federal) + \$1,000,000 (Other) = \$1,000,000 (Total)</p>				

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TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	1353	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Baxter/Bardstown Premium Transportation Corridor - Section 1		Total Estimated Cost in MTP (i.e. CK 2040):	\$11,600,000	
			Total Cost Programmed in TIP to Date:	\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030	
Description:	<p>The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p>				
Purpose & Need:	<p>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly-prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high-demand for each portion of the cross-section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section 1 of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Blanton Lane Sidewalk		Total Estimated Cost in MTP (i.e. CK 2040):	\$1,417,500	
			Total Cost Programmed in TIP to Date:	\$1,417,500	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Blanton Lane from Dixie Highway to St. Andrews Church Road. This project will add approximately 5,100 linear feet of sidewalk; one 190-foot segment will be constructed with curb and gutter and will include a retaining wall.				
Purpose & Need:	There are no pedestrian connections on Blanton Lane. This major collector connects a principal arterial (Dixie Highway) and a minor arterial (St. Andrews Church Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and St. Andrews Church Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total) *FY 2024 Right of Way phase with the following TA-MPO funds: \$166,000 (Federal) + \$41,500 (Other) = \$207,500 (Total) *FY 2025 Construction phase with the following TA-MPO funds: \$802,000 (Federal) + \$200,500 (Other) = \$1,002,500 (Total)				

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TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Gagel Avenue Sidewalk	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,765,000	
		Total Cost Programmed in TIP to Date:		\$1,765,000	
Funding Source:	Transportation Alternatives (TA) - MPO		Open to Public Date:	2025	
Description:	Construct a continuous 6-foot sidewalk on the north side of Gagel Avenue from Dixie Highway to London Drive, including a crossing at the P&L Railroad and an extension of the box culvert on the east side of the railroad tracks. Construct a crosswalk over Gagel Avenue at London Drive, then construct a continuous 6-foot sidewalk from London Drive to Manslick Road on the south side. This project will add approximately 6,235 linear feet of sidewalk.				
Purpose & Need:	There are no pedestrian connections on Gagel Avenue. This minor arterial connects a principal arterial (Dixie Highway) and a minor arterial (Manslick Road). New sidewalks will provide safe and accessible pedestrian connections from this primarily residential corridor to the commercial corridors and transit routes on Dixie Highway and Manslick Road; along with a crossing at the P&L Railroad.				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following TA-MPO funds: \$222,000 (Federal) + \$55,500 (Other) = \$277,500 (Total) *FY 2024 Right of Way phase with the following TA-MPO funds: \$133,000 (Federal) + \$33,250 (Other) = \$166,250 (Total) *FY 2025 Construction phase with the following TA-MPO funds: \$1,057,000 (Federal) + \$264,250 (Other) = \$1,321,250 (Total)				

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TIP Action:	None				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	NEW	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Louisville CBD Streetlight Rehabilitation	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,250,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	TBD	Open to Public Date:		2022	
Description:	Within the Louisville Central Business District (CBD), the street lights are owned and maintained by Louisville Metro Government. This project is for the rehabilitation including updating to LED lighting or replacement of these street lights. Many of the street lights within the CBD are nearing the end of their useful life and require replacement. This project will identify those street lights requiring replacement and updating to current standards.				
Purpose & Need:	Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add project				
MTP Action:	None				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	Louisville Metro	KIPDA ID:	2622	State ID:	5-3709.00
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 1	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$2,750,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO	Open to Public Date:		2023	
Description:	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	FY 2021 Construction phase with the following STBG-MPO funds: \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)				

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Connecting Kentuckiana 2040 Metropolitan Transportation Plan
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TIP Action:	Update open to public (OTP) date and modify TIP funding				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	Remove project from 2020 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	Total Estimated Cost in MTP (i.e. CK 2040):		\$4,390,000	
		Total Cost Programmed in TIP to Date:		\$4,390,000	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2021 2020	
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 Blvd. (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).				
Purpose & Need:	<p>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.</p> <p>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.</p>				
FY 20-25 TIP Funding:	<p>FY 2021 Construction phase with the following STBG-MPO funds: \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</p> <p>FY 2020 Construction phase with the following STBG-MPO funds:- \$4,000,000 (Federal) + \$0 (Other) = \$4,000,000 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
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TIP Action:	Change project sponsor, update open to public (OTP) date and add TIP funding				
MTP Action:	Change project sponsor and update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County KYTC	KIPDA ID:	414	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 22	Total Estimated Cost in MTP (i.e. CK 2040):		\$12,140,000	
		Total Cost Programmed in TIP to Date:		\$281,250 \$0	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030 2028	
Description:	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.				
Purpose & Need:	<p>The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329.</p> <p>This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.</p>				
FY 20-25 TIP Funding:	FY 2021 Planning phase with the following STBG-MPO funds: \$225,000 (Federal) + \$56,250 (Other) = \$281,250 (Total)				

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TIP Action:	Remove project from the first four years of the FY 2020 - 2025 TIP, modify TIP funding and update open to public (OTP) date				
MTP Action:	Update open to public (OTP) date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No changes to model		
Project Sponsor:	Oldham County	KIPDA ID:	2615	State ID:	TBD
County	Oldham	Parent ID:	N/A	Group ID:	N/A
Project Name:	Kenwood Road		Total Estimated Cost in MTP (i.e. CK 2040):	\$3,279,688	
			Total Cost Programmed in TIP to Date:	\$406,250 \$3,279,688	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2030 2026	
Description:	Construct a new urban roadway section to connect KY 146 and KY 393 Bypass in Crestwood. The proposed facility will be three-lanes with a continuous, center left-turn lane, curb, gutter, a sidewalk, and a potential traffic signal. Lane width will be 11 feet with a proposed posted speed of 25 MPH.				
Purpose & Need:	The purpose of this project is to improve access and mobility within the northern portion of Crestwood by improving connectivity between KY 329 B and KY 146. The development of a new roadway connector between these facilities will reduce congestion at the existing intersection between KY 329 B and KY 146 and increase travel alternatives for residents and truck traffic while also providing greater access to the South Oldham school campus.				
FY 20-25 TIP Funding:	<p>*FY 2024 Design phase with the following STBG-MPO funds: \$325,000 (Federal) + \$81,250 (Other) = \$406,250 (Total)</p> <p>FY 2020 Design phase with the following Local funds:- \$0 (Federal) + \$468,750 (Other) = \$468,750 (Total)</p> <p>FY 2021 Right of Way phase with the following Local funds:- \$0 (Federal) + \$143,750 (Other) = \$143,750 (Total)</p> <p>FY 2022 Utilities phase with the following Local funds:- \$0 (Federal) + \$664,063 (Other) = \$664,063 (Total)</p> <p>FY 2023 Construction phase with the following Local funds:- \$0 (Federal) + \$2,003,125 (Other) = \$2,003,125 (Total)</p>				

Amendment 2
Connecting Kentuckiana 2040 Metropolitan Transportation Plan
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TIP Action:	Revise project name, update open to public (OTP) date, revise description and add new TIP funding				
MTP Action:	Revise project name, update total estimated cost, update open to public (OTP) date and revise description				
Exempt/Non-Exempt:	Exempt	Model Impact:	No changes to model		
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	5-8805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements Floyd Street Roundabout, Cardinal Boulevard, Brandies Arthur Street Intersection and Other Belknap Campus Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$27,037,500	
		Total Cost Programmed in TIP to Date:		\$14,687,500	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022 2021	
Description:	<p>Roundabout at the Floyd Street and E. Brandeis Avenue intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and Brandeis intersection and along W. Brandeis Avenue between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along W. Brandeis Avenue between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the straightening of the turn lane and thru lanes southbound at the W. Brandeis Avenue intersection.</p> <p>D&C for Multi-modal directional non-vehicle and vehicle safety project at UofL Belknap. 1st year to include construction funds for roundabout at Floyd Street and Cardinal Boulevard, and intersection at Brandeis and Arthur Street. UofL Foundation will pay upfront \$4.5M of \$22.5M (80/20) in 1st year. (14CCN).</p> <p>CHAF-IP20160278.</p>				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	<p>FY 2021 Design phase with the following STBG-MPO funds: \$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)</p> <p>FY 2022 Utilities phase with the following STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</p> <p>FY 2022 Construction phase with the following STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)</p>				

* This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four active years of the FY 2020 - 2025 TIP.

PERFORMANCE MANAGEMENT PLAN

UPDATED NOVEMBER 2020



KIPDA

Kentuckiana Regional Planning
and Development Agency

KIPDA PERFORMANCE MANAGEMENT PLAN

TRANSIT				
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
RIDERSHIP				
MPO	<u>T1</u> Transit Ridership	11,811,902	Boardings on TARC buses during FY 2017	Increase by 20% by 2040 to 14,174,282 boardings
AGE OF FLEET				
FTA	<u>T2</u>	(a) Percent of non-revenue vehicles exceeding the useful life benchmark (ULB)	27% of TARC's non-revenue service vehicle fleet (equipment) exceed the ULB	≤ 25% of non-revenue service vehicles exceed default ULB of 8 years
			53% of TARC's trucks and other rubber tire vehicles exceed the ULB	≤ 50% of truck and other rubber tire vehicle fleet exceeds default ULB of 10 years
		29% of TARC's revenue bus fleet (rolling stock) exceed the ULB	≤ 20% of bus fleet exceeds ULB of 15 years	
	(b) Percent of revenue vehicles exceeding the useful life benchmark (ULB)	3% of TARC's revenue cutaway bus fleet (rolling stock) exceed the ULB	0% of cutaway bus fleet exceeds ULB of 10 years	
		0% of TARC's revenue van fleet exceed the ULB	≤ 10% of van fleet exceeds ULB of 8 years	
TRANSIT ACCESS TO CLUSTERS AND SCHOOLS				
MPO	<u>T3</u>	(a) Community Access Clusters served by transit	91.03% of land area within these clusters are within ¼ mile of a transit route	Increase to 100% by 2040
		(b) High Density Medical Clusters served by transit	100% of land area within these clusters are within ¼ mile of a transit route	Maintain at current levels in 2040
		(c) High Density Shopping Clusters served by transit	100% of land area within these clusters area within ¼ mile of a transit route	Maintain at current levels in 2040
		(d) High Density Housing Clusters served by transit	TBD of land area within these clusters are within ¼ mile of a transit route	Increase by 20% by 2040
MPO	<u>T4</u> Enhance transit access to schools	230	Schools are within ¼ mile of a transit route	Increase by 20% by 2040 to 276 schools

KIPDA PERFORMANCE MANAGEMENT PLAN

TRANSIT (CONTINUED)				
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET
HEADWAY TIME				
MPO	<u>T5</u> Reduce average headway time on TARC's defined Title VI routes	1:04	Average weekday headway time on TARC Title VI Routes	Reduce by 40% by 2040 to 0:38 average weekday headway time
PARK AND RIDE LOTS AND RIDESHARE				
MPO	<u>T6</u> Number of Park and Ride lot spaces occupied during peak hours	TBD	# of Park and Ride lot spaces that are occupied during weekday business hours	Increase by 40% by 2040
MPO	<u>T7</u> (a) Number of Park and Ride lots with pedestrian access	24	Park and Ride lots have pedestrian access	Increase by 20% by 2040 to 29 lots
	(b) Number of Park and Ride lots with dedicated bicycle access	3	Park and Ride lots have dedicated bicycle access	Increase by 10% by 2040 to 4 lots
MPO	<u>T8</u> Number of commuters in the Ticket to Ride program	1,377	Active commuters in the Ticket to Ride program	5,000 commuters in the Ticket to Ride program by 2040
TARC FACILITIES				
FTA	<u>T9</u> Transit Facilities	11%	of admin/maintenance facilities rated under 3.0 on the TERM scale	0% of admin/maintenance facilities rated under 3.0 on the TERM scale

KIPDA PERFORMANCE MANAGEMENT PLAN

FTA-REQUIRED MEASURES

This section includes all four FTA performance measures that are required per federal regulation [49 CFR Part 625 and 49 CFR Part 630](#).

T2a - Percent of Non-Revenue Service Vehicles Exceeding ULB - 625.43(a)

T2b - Percent of Revenue Vehicles Exceeding ULB - 625.43(b)

Detailed Description

These performance measures seek to reduce the percent of TARC’s transit fleet, both non-revenue service vehicles (equipment) and revenue vehicles (rolling stock), that are classified as above the useful life benchmark (ULB). These measures are primarily a maintenance component, ensuring transit vehicles are in a state of good repair.

Data Sources and Review Frequency

- Age of transit fleet, percent above the useful life: TARC
 - This data is available on an ongoing basis, thus it will be updated yearly.

Historical Data

The availability of historical data of this type varies. Data regarding the age and mileage of the transit fleet exists, but the percentage of all types of vehicles below the ULB was not calculated historically.

Baseline Data

KIPDA Staff use fleet data provided by TARC Staff to calculate the baseline condition.

Transit Agency Targets

- TARC: Transit Authority of River City

Class	Performance Target
Automobile	≤ 25% of non-revenue service vehicles exceed default ULB of 8 years
Buses	≤ 20% of fleet exceeds default ULB of 15 years
Cutaway Buses	0% of fleet exceeds default ULB of 10 years
Trucks and Other Rubber Tire Vehicles	≤ 50% of fleet exceeds default ULB of 10 years
Vans	≤ 10% of fleet exceeds default ULB of 8 years

Target (as required by FTA)

These are the targets that are established in TARC’s Transit Asset Management Plan (TAM) which was last updated in July 2020.

Target-Setting Methodology

TARC set targets that could be reasonably attained.

KIPDA PERFORMANCE MANAGEMENT PLAN

T9 - Percent of Facilities Rated Under 3.0 on the TERM Scale - 625.43(d)

Detailed Description

This performance measure seeks to reduce the percent of TARC’s facilities that are rated below condition 3 on FTA’s [Transit Economic Requirements Model \(TERM\)](#) scale. Transit agencies are required to report the overall condition of each administrative, maintenance, and passenger facility that is listed in the NTD Asset Inventory Module. The overall condition of a facility is specified using the following scale: 5—Excellent, 4—Good, 3—Adequate, 2—Marginal, 1—Fair. A facility is deemed to be in good repair if it has a condition rating of 3, 4, or 5 on this scale and is deemed to not be in good repair if it has a rating of 1 or 2.

Data Sources and Review Frequency

- Facility condition rating: TARC
 - Transit agencies must update facility conditions every three years at a minimum, thus this will be updated every 3 years.

Historical Data

Data regarding the historical condition of transit facilities is unlikely to exist.

Baseline Data

KIPDA Staff used data provided by TARC

Transit Agency Target

- TARC: Transit Authority of River City

Class	Performance Target
Admin/Maintenance Facilities	0% of facilities rated under 3.0 on the TERM scale

Target (as required by FTA)

This is the target that is established in TARC’s Transit Asset Management Plan (TAM) which was last updated in July 2020.

Target-Setting Methodology

TARC set targets that could be reasonably attained.

AIR QUALITY CONFORMITY

The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of this area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local 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 nonattainment 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. One of the requirements of this designation as a nonattainment area is that it will once again be necessary to determine conformity for the local area.

KIPDA is amending *Connecting Kentuckiana 2040*, the metropolitan transportation plan (MTP) and the FY 2021 – FY 2025 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under both 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.

Subsequent to being designated as nonattainment of the 1997 8-hour ozone standard and prior to being redesignated as attainment of the standard, the Louisville area relied on the use of interim tests to demonstrate conformity. These tests had been established during a 2004 update to the federal conformity rule. When the Louisville area was designated as nonattainment of the 2015 8-hour ozone standard, there were no MVEBs for that standard. However, there were MVEBs for the 1997 8-hour ozone standard, and they were used in the process of determining conformity to both the 1997 and 2015 standards.

When the local area was designated as nonattainment of the 1997 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 the actions to reduce precursor emissions were to be incorporated into the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Originally, the SIPs were to include sets of actions to bring the local area into attainment of the ozone standard. This type of SIP is known as an attainment demonstration. However, while these SIPs were being developed, the data from the air quality monitors in the area indicated that the 1997 8-hour ozone standard had been met. With this data in hand, the air quality agencies were able to submit a SIP known as a redesignation request instead. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

CONSULTATION FOR *CONNECTING KENTUCKIANA 2040*

The first step in determining conformity of *Connecting Kentuckiana 2040* was to consult with the interagency consultation (IAC/ICG) group concerning matters not explicitly determined by the conformity rule. Conformity under the 1997 8-hour ozone standard had been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice.

A consultation zoom meeting was held on October 6 to discuss issues relative to the amendment of the MTP. It involved a review and discussion of the following items:

- (a) important dates in the schedule for the amendment;
 - October 23 -- Regional Emissions (Air Quality) Analysis completed
 - October 24 -- Public Review begins
 - November 10 -- Action by the Transportation Technical Coordinating Committee
 - November 24 -- Action by the Transportation Policy Committee
 - November 25 -- Documentation sent to review agencies for the federal conformity determination;
- (b) a draft list of projects—sent to the IAC/ICG with consultation notice—included in accompanying documentation;
- (c) the horizon year of the transportation plan—2040;
- (d) the proposed conformity test methodology/ies and analysis years—see the discussion of issues and ESTABLISHED PRACTICE sections below;

- (e) the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable—see table 2 at the end of the report;
- (f) information concerning the inputs for the travel demand model and the approved emissions model—see the issues section below, the list of projects included in accompanying documentation, and the items concerning the travel demand model and emissions model under Other Planning Issues; and
- (g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

Issues

Discussion of Schedule

KIPDA staff discussed the schedule for amendment 2. There were no questions concerning the amendment schedule.

Discussion of Projects

KIPDA staff had provided the IAC/ICG with a list of 28 projects that will be amended in *Connecting Kentuckiana 2040*. The projects are a mix of new projects and projects already in the MTP that were being amended. Key details about the projects were presented in the list, including recommendations on whether each project was exempt or non-exempt and how the projects were included in or excluded from the regional travel demand model.

KIPDA staff pointed out to the IAC/ICG that the project list was in a new format. A question was asked about including a date indicating when each project was amended into the MTP or TIP. KIPDA staff indicated that amendments are currently documented on KIPDA's website. There were no other comments concerning the project sheet format.

KIPDA staff noted that the Sherman Minton Bridge Maintenance project, KIPDA IDs 2533 and 351, is part of an accompanying Administration Modification. The changes in the project are limited to the schedule and funding, which makes it unnecessary to have those changes in this amendment.

Other points of discussion of the projects included:

- **Galene Dr/Sprowl Rd Collector Extension, KIPDA ID 2774:** A clarification was requested about the increase in capacity associated with this project. KIPDA staff indicated that the project involved aligning two offset intersections and a minor extension of Sprowl Rd to Watterson Trail via Shelby St and/or Bluebird Ln. Therefore, the increase in capacity is minor. There were no other comments or questions concerning this project.

- **Baxter/Bardstown Premium Transportation Corridor – Section 1, KIPDA ID 1353:** A question was asked about how changes in modeling were done for this project. KIPDA staff indicated that the KIPDA model does not include a robust transit component that models changes in transit directly. It also was noted that the funding for this project was not for transit. The questioner indicated that she was aware of the funding situation but reiterated the importance of continuously improving the travel demand model to measure the effects of transit projects.

Conclusion: The IAC/ICG members, after discussing the details of the projects listed above, accepted the recommendations of KIPDA staff concerning the incorporation of these projects and the other projects described in the documentation into the regional emissions analysis.

Discussion of the Conformity Analysis

KIPDA staff discussed the key components of the conformity analysis that are expected to be presented to the KIPDA TPC in November. The analysis years will be the ones that were used when the existing MTP was previously amended.

The Budget Test utilizing the Year 2020 Motor Vehicle Emissions Budgets created for the 1997 8-Hour Ozone Standard will continue to be used until a new set of budgets are established. By not exceeding these budgets in the year 2020, 2025, 2030, 2035, and 2040 travel model scenarios, *Connecting Kentuckiana 2040* will demonstrate conformity to both the 1997 and 2015 8-Hour Ozone Standards.

The pollutants of concern are the precursors of Ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The emission budgets for these pollutants are 20,793 kg/day and 26,726 kg/day, respectively.

Louisville Metro Air Pollution Control District (LMAPCD) staff reported that he had recently prepared the 2017 Indiana fleet data for use in the MOVES model. He made a PowerPoint presentation concerning his analysis of the new Indiana fleet data and the results of that analysis. He will be using that data in the upcoming analysis. MOVES 2014b will be used for the analysis.

NOTE: (See also the “Analysis Years and Conformity Tests” portion of the “ESTABLISHED PRACTICE” section below for more information on these issues.)

KIPDA Staff offered the opportunity for any other business or questions to be brought to the IAC/ICG. There was no other business discussed.

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 consultation zoom meeting of October 6, 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/ICG 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.

Issues related to the KIPDA travel demand forecasting model

During recent changes to the MTP, there were three changes of note to the KIPDA travel demand forecasting model.

(1) First, the census urbanized area now includes a small area in northwest Shelby County, KY. The metropolitan planning area was updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model in order to be consistent with the census urbanized area. Because this section of Shelby County is not in the local nonattainment, the vehicle-miles-traveled calculated for this area are not included in the regional emissions analysis.

(2) Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed earlier this year. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.

(3) During recent years, KIPDA staff have updated and calibrated the travel demand forecasting model. This activity involved updating the inputs to the model and developing new values for the parameters of the model. The resulting model was considered calibrated when the model outputs matched observed data (e.g. HPMS VMT), within reason, for the baseyear. This update established 2015 as the baseyear (the year on which calibration was based) for the model.

Conclusion: The IAC/ICG members have been informed that the KIPDA travel demand forecasting model has been updated and calibrated and that 2015 is now the baseyear for the model.

Analysis Years and Conformity Tests

Motor Vehicle Emissions Budgets (MVEBs) for the 1997 8-hour ozone standard were approved by EPA in July, 2007. The MVEBs were for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx), The Federal Register notice can be found at 72 FR 36601. The budgets are shown in Table 2 at the end of this document. Since there are MVEBs for the ozone precursors, the conformity rule requires that ozone analyses be done for the attainment year and the last year of the transportation plan. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart. The maintenance plan established when the local area was redesignated established MVEBs for VOCs and NOx for 2003 (the attainment year) and 2020 (the last year of the maintenance plan). Since the attainment year is now in the past, that year is no longer included in the analysis.

In order to have the required analysis years, several changes were made in recent years. During an amendment of the MTP in 2013, it was necessary to replace 2012 as an analysis year because it was in the past, and 2015 was chosen. When the MTP was updated in 2020, the horizon year of the plan was being changed to 2040, and that year had to be added to the analysis years. At the same time, in order to allow for more orderly transition as time progressed, 2025 and 2035 have been added as analysis years, allowing for analysis years every five years. By having the analysis years five years apart throughout the life of the MTP, it was noted that there would always be an analysis year within five years of the time of the analysis. Further, when the horizon year of the MTP is extended, that year will be added as an analysis year. Otherwise, the analysis years can remain constant except for the removal of an analysis year when it occurs in the past. Recently, 2015 was removed because it is in the past. Because of the previous practice to have analysis years five years apart, it was not necessary to add another analysis year. 2020 was already an analysis year and within five years of the present.

Conclusion: The established practice is that the analysis years and conformity tests for the regional emissions analysis are as shown in the tables below. Years prior to the present year have been removed from the list.

1997 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
2020	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2025	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2030	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2035	Budget test using the 2020 MVEBs for the 1997 8-hour standard
2040	Budget test using the 2020 MVEBs for the 1997 8-hour standard

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/ICG. As discussed above, the vehicle registration data now being used for the Indiana counties has been updated to 2017, and the registration data now being used for the Kentucky counties is for 2018. This data represents the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC/ICG members, vehicle registration data for 2017 for the Indiana counties and for 2018 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF *CONNECTING KENTUCKIANA 2040*

The MTP, *Connecting Kentuckiana 2040*, 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 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 2040* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2040* 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 the 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 the amendment of *Connecting Kentuckiana 2040*, a group of projects had been proposed for 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 being exempt, non-exempt, etc. 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/ICG as described under the section entitled “CONSULTATION FOR *CONNECTING KENTUCKIANA 2040*.” (please see above.) Those projects in *Connecting Kentuckiana 2040* which were not changed were analyzed as they had been previously. The projects which were newly added to the MTP or had been changed in *Connecting Kentuckiana 2040* were analyzed as indicated on the list provided to IAC/ICG.

In addition, there were several projects which could not be analyzed using the travel model. In the past, most of these projects had been evaluated using spreadsheet methods factors. 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.

Also, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves 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 were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

Calculation of Travel-Related Information

The analysis of the travel behavior impacts for the nonattainment area primarily involved using the KIPDA travel demand forecasting model to determine measures of travel such as vehicle-miles-traveled (VMT) and speed. The method for determining these measures was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

KIPDA Travel Demand Forecasting Model

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area consists of Clark and Floyd counties, and 0.1 square miles in Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated recently. This update established 2015 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, information from the 2000 KIPDA Household Travel Survey had been previously incorporated. Information from 2010 Census, the 2012-2016 American Community Survey, the 1990 and 1995 National Personal Transportation Surveys, and the 2001 and 2009 National Household Travel Surveys was incorporated to update the previous source data, particularly the 2000 KIPDA Household Travel Survey. During the update, the model parameters were adjusted such that the model output matched—within reason—three 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; (2) the distribution of trip lengths (duration in time) for each of the main trip purposes used in the model; and (3) 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 2015. 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. Trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes and utilizes different trip rates for each. 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.

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. The friction factors used in the gravity model were developed as part of the calibration effort performed during the model update. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2015 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.

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 2040* utilizes transit information from the previous travel demand model. 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 2040* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a 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 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 MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure.

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 2015. 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 2015 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 2015 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).

The HERS equations were used to estimate speeds on 6239 sections for five functional classifications of urban roadways and 2278 sections 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.

There were not many HPMS minor collector and local roadway sections with data that allowed for the calculation of adjustment factors. Since the model contained the minor collector roadways in the area and these roadways were similar to the major collector roadways in the area, the adjustment factor for the rural major collectors was used for the rural minor collector roadways, and the adjustment factor for the urban major collectors was used for the urban minor collector roadways.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate "functional class.") There was not sufficient data to estimate speeds for the roadways of these classes.

For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e. the speed adjustment factor for rural and urban local roads and for ramps = 1).

Calculation of Pollutant/Precursor Emissions

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff provided adjusted travel model output data in the form of vehicle-miles-traveled (VMT), VMT by speed bin, and VMT fractions by speed bin by county and by MOBILE 6 facility type to the staff of the Louisville Metro Air Pollution Control District (LMAPCD). LMAPCD staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). They then provided these estimates to KIPDA staff. This analysis is explained below in further detail in the section below.

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment 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 emissions model. The staff of the Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the counties in the nonattainment 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/ICG partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the ozone budget update (for VOCs and NO_x) in 2003 with a few exceptions where newer data was incorporated. The changes which affected the VOC and NO_x emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the incorporation of newer vehicle registration data (for 2017) for Clark and Floyd counties (provided by INDOT),
- (3) the development and use of newer vehicle registration data (for 2018) for Jefferson County (KY), 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 LMAPCD. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs. 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 or had only been designated under the 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 was modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the 2003 ozone budget update with the following exceptions:

- (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) new 2018 vehicle registration data for Bullitt and Oldham counties, and
- (4) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

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

- (1) LMAPCD staff received (from KIPDA staff) the adjusted travel model output in the form of VMT, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year.
- (2) LMAPCD reformatted the data from KIPDA to prepare it as input to the MOVES model. Other necessary data was also prepared.
- (3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.
- (4) LMAPCD staff provided the emission estimates to KIPDA staff.

RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2040*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NOx motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone precursors are discussed below.

8-hour Ozone Analysis

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

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2020, 2025, 2030, 2035 and 2040, the summer weekday VOC and NOx emission levels for the 2015 8-hour nonattainment area are less than the emission budgets established in the 1997 8-hour ozone maintenance SIP.

Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2040* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets

established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Table 2 indicates that *Connecting Kentuckiana 2040* has met the requirements of conformity under the 1997 and 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2040* 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
2020	7346	25934	33280
2025	7888	27299	35187
2030	8427	28715	37142
2035	8962	30052	39014
2040	9442	31183	40625

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2020	Regional	13054	25586	YES
2025		8845	16368	YES
2030		5912	10852	YES
2035		4739	8680	YES
2040		4503	8351	YES

NOTE: The criteria for conformity are as follows:

2020, 2025, 2030, 2035, and 2040 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020, 2025, 2030, 2035, and 2040 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46 tons/day or 26,726 kg/day.



***Connecting Kentuckiana 2040* Metropolitan Transportation Plan Amendment 2
FY 2020-2025 Transportation Improvement Program Amendment 2
Interagency Consultation Group Conference Call Meeting Minutes
October 6, 2020
3:00 PM EDT**

Participants:

FHWA – Bernadette Dupont & Erica Tait

KYTC – Tom Hall, Larry Chaney & Jahan Khan

INDOT – Jay Mitchell

EPA – Sarah LaRocca, Dianna Myers & Tony Maietta

KYDAQ – Anna Bowman & Ashlee Smither

IDEM – Shawn Seals

LMAPCD – Michelle King & Craig Butler

FTA – Cecilia Godfrey

TARC – Aida Copic

KIPDA – Elizabeth Farc, David Burton, Randy Simon, Nick Vail, Andy Rush, Amanda Spencer, Mikaela
Gerry, Greg Burress, & Dane Hoskins

Welcome/Roll Call:

A total of 25 participants, representing ten local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 2 of KIPDA's *Connecting Kentuckiana 2040* Metropolitan Transportation Plan and the FY 2020-2025 Transportation Improvement Program. The meeting began shortly after 3:00 PM EDT on October 6, 2020.

Schedule Discussion:

Andy Rush discussed the anticipated schedule for the amendment. The amendment is tentatively scheduled to be presented to KIPDA's Transportation Policy Committee (TPC) for adoption on November 24th. The public review period is currently scheduled to run from October 24th through November 7th, with a (virtual) public meeting scheduled for October 26th. There were no comments or questions from other agencies.

Project Discussion:

KIPDA Staff developed a new format for presenting projects and project changes to the IAC. Bernadette Dupont asked if KIPDA would continue to include a picture or map for each project. Andy Rush indicated that having a map or picture was not commonly included in the list of projects provided to the IAC.

David Burton explained that a website would be available (as was included for Amendment 1) where the public will be able to view and comment on each project via an interactive map.

Ms. Dupont asked about including a date for when each project is amended in the MTP and TIP. KIPDA Staff explained how Administrative Modifications and Amendments are currently documented on KIPDA's website and shared that improvements for the future will be examined. There were no other comments about the new project sheet format.

Andy Rush noted that the Sherman Minton Bridge maintenance project (KIPDA ID 2533 and KIPDA ID 351) is part of Administrative Modification 9. The changes that are proposed at this time are limited to the schedule and funding, and therefore have been included in Administrative Modification 9, which is scheduled to proceed in advance of Amendment 2. This was brought to the attention of the IAC to note that despite the high project cost and its significance the proposed changes are considered relatively minor. When asked for questions or concerns, the group had none.

Andy Rush presented the list of 28 projects that are included in Amendment 2 and asked if there were any project-specific questions or concerns. Bernadette Dupont asked a question about how the Galene Dr/Sprowl Rd project (KIPDA ID 2774) was modeled. Andy Rush explained that the project will align offset intersections and that a connection on the north side of Taylorsville Road will likely be made to Watterson Trail via other streets (e.g. Shelby St. and/or Bluebird Ln.) He stated that the additional capacity/widening was envisioned to be a center turn lane and not major widening. He also noted that the amendment is not introducing changes to the travel model.

Aida Copic asked how changes in modeling were done for the Baxter/Bardstown Premium Transportation Corridor (KIPDA ID 1353). Andy Rush shared that the KIPDA model does not include a robust transit component. Nick Vail mentioned that the funding for the project in question was not for transit. Ms. Copic was aware of the funding and project intent but reiterated the importance of continuously improving the travel demand model to capture/measure transit projects.

There were no additional comments or discussion about the other projects.

Analysis Details:

Andy Rush noted that the key components of the analysis for Amendment 2 will remain the same as they were for Amendment 1. These include:

- a. **Horizon Year of *Connecting Kentuckiana* Metropolitan Transportation Plan:** 2040
- b. **AQ Conformity Test:** Budget Test utilizing Year 2020 Motor Vehicle Emissions Budgets created for the 1997 8-Hour Ozone Standard
- c. **Analysis years:** 2020, 2025, 2030, 2035, 2040
- d. **Pollutants/Precursors of concern and related budgets:** 2020 regional MVEB for 8-Hour Ozone Standard:
 - i. VOCs: 22.92 tons/day (20,793 kg/day)
 - ii. NOx: 29.46 tons/day (26,726 kg/day)

There were no comments or questions.

Additional Travel Model Discussion:

Andy Rush indicated that aside from the changes to the travel model mentioned in the project information sheets, nothing else changed for Amendment 2. Those changes have been incorporated in the series of scenarios to be analyzed in the MOVES Model.

MOVES Model Discussion:

Craig Butler presented his recent work to bring the 2017 Indiana fleet mix into the analysis. Andy Rush asked Mr. Butler about the probable impact of this change on the emissions for the Regional Emissions Analysis. Mr. Butler stated that this new fleet mix data will not likely change the emissions much.

Other Discussion:

There was no other business discussed. The conference call adjourned at approximately 3:45 PM EDT.