

<b>Project Name</b>	Bullitt County I-65 Arterial Relief and Development Corridor		<b>Sponsor Agency</b>	Bullitt County	
<b>Description</b>	Install approximately 1.9 miles of road to connect Ohm Drive to Chapeze lane and open over 200 acres of commercial and industrial development in Bullitt County. The road will be designed to require truck traffic to travel North while also allowing local vehicular traffic to bypass I65 as relief in case of accidents or limited access on I65. There will also be a shared use path to encourage connectivity to surrounding areas and allow for local traffic to access the new interchange as well.		<b>Justification</b>	While the land has been zoned and annexed, access to Ohm Drive and I65 hold back any future development of this site. This road way would unlock a large multi use development to bring new business, companies, and jobs to the county. Also given the amount of development on Preston Highway along the West side of I65, this roadway will allow for increased traffic to bypass alternative paths if I65 is backed up with accidents or traffic.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$19,300,000	<b>Open to Public Date</b>	2026
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	New Roadway
<b>Existing Travel Lanes</b>	0	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	This additional roadway will allow for equal distribution of traffic and development on both sides of the interstate. It also allows for planned development of commercial and industrial projects that meet the current zoning and planned use of the county. The shared use path will also contribute to the overall accessibility of the county.		
<b>Safety Improvements</b>	Corridor Access Management, Dedicated Lanes at Intersection, Reduced Left turn Conflict, Pedestrian Hybrid Beacon, Walkways, Greenway Bike Blvd, Crosswalk Visibility Elements, Street Lighting, Design Improvements Curves, Rumble Strips		<b>Freight Improvements</b>	No Information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The new roadway will feature a shared use path that will allow for bike and pedestrian transit between Chapeze Lane and Ohm drive. It also will serve as a local trail to all business and development of over 200 acres. The project will include park benches, landscape areas, and reserved open green spaces along the shared use path while implementing several traffic safety instruments for any crossings.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail, other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	84	<b>Sponsors history of advancing projects in a timely manner</b>	No issues	<b>Willing to provide more than the required local match?</b>	Yes

<b>Program Eligibility</b> <b>(list of eligible programs)</b>	CRP, STBG and TA	<b>Justification for Program Eligibility</b>	<p>The new proposed roadway will offer economic development to an area that is zoned and geographically located to thrive in Bullitt County. By completing the road, it will also allow access to all neighborhoods East of I65 to access the new I65 interchange without putting more traffic on KY 245 or KY 61. The shared use bike / pedestrian path also creates an equitable means of connectivity between Ohm and Chapeze. Given the recent success of industrial development in Bullitt County, this roadway also unlocks a tremendous opportunity for job creation and business attraction to the area. Bullitt County has agreed to endorse the road and be the project sponsor knowing the benefits the roadway would provide the county. Funding options and timing are under review and will need to be finalized.</p>
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>
	Design	2023	\$ 500,000
	Right of Way	2024	\$ 750,000
	Utilities	2024	\$ 500,000
	Construction	2025	\$ 10,000,000
	Construction	2026	\$ 7,564,114
	<b>Total</b>		\$ 19,314,114

<b>Project Name</b>	Billtown-Eastview Collector Extension		<b>Sponsor Agency</b>	City of Jeffersontown	
<b>Description</b>	<p>Improve safety, improve multi-modal connectivity, and reduce congestion along Billtown Road (CS-1720H) from Ruckreigel Parkway (MP 0.000) to Watterson Trail (MP 0.165). Improve access and multi-modal connectivity from Billtown Road to Eastview Avenue. The project includes the 3-lane widening of existing Billtown Road between Ruckreigel Parkway and Watterson Trail, and the addition of curb and gutter and sidewalks along both sides of the road. The project also includes the extension of existing Eastview Avenue between Billtown and Taylorsville Road, where some segments of narrow roadway and right of way already exist. The Eastview extension will be a 2-lane curb and gutter roadway with sidewalks and will help to establish improved access and connectivity for the new Jeffersontown Police Station to be completed in 2023.</p>		<b>Justification</b>	<p>The project helps to complete Jeffersontown's downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Rd and Billtown Rd, as well as a linkage to the existing dead-end portion of College Ave in between. The extension is most critical to provide enhanced access to the new Police Station at the corner of Neal and Taylorsville Rd and will open up access to the south. The project supports the City's goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor. The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.</p>	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$1,150,000	<b>Open to Public Date</b>	2026
<b>KIPDA ID</b>	New	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	New Roadway
<b>Existing Travel Lanes</b>	2 (existing roadway staying at 2 travel lanes, but there is a new roadway extension)	<b>Proposed Travel Lanes</b>	2 (existing roadway staying at 2 travel lanes, but there is a new roadway extension)	<b>Turn Lanes Proposed</b>	continuous two-way left-turn lane
<b>Located in EJ Area</b>	No	<b>Equity</b>	Improving accessibility within the community and multi-modal connectivity will benefit local transportation users to the larger transportation network and community resources. EPA EJSCREEN maps show this area has a higher percentage of households with no vehicles available.		
<b>Safety Improvements</b>	Dedicated Lanes at Intersection, Walkways, Street Lighting, Design Improvements Curves		<b>Freight Improvements</b>	No Information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	This project promotes the expansion of complete streets within the City of Jeffersontown and provides linkages to other ongoing or completed complete street projects via its connections to the Watterson Trail and Taylorsville Road corridors and include multi-modal improvements.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk, other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>		<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes

<b>Program Eligibility</b> (list of eligible programs)	STBG	<b>Justification for Program Eligibility</b>	The project helps to complete Jeffersontown's downtown transportation plan and establish additional points of system access and connectivity, by linking Taylorsville Rd and Billtown Rd, as well as a linkage to the existing dead-end portion of College Ave in between. The extension is most critical to provide enhanced access to the new Police Station at the corner of Nealand Taylorsville Rd and will open up access to the south. The project supports the City's goal to provide complete streets, through the inclusion of sidewalks along each side of both Billtown and Eastview. Presently, there is a narrow sidewalk, in poor condition, and with no vertical curb separation from the road, along one side of the Billtown corridor. The Eastview extension crosses a 2+ acre vacant parcel owned by the City. Thus, the right of way acquisition costs will be limited, and the project will help to create economic development opportunities to support the future land use plan for the vacant property.
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>
	Design	2023	\$ 352,000
	Construction	2025	\$ 660,000
	<b>Total</b>		\$ 1,012,000

<b>Project Name</b>	Galene Drive-Sprowl Road Collector Extension		<b>Sponsor Agency</b>	City of Jeffersontown	
<b>Description</b>	<p>Improve capacity, connectivity, and multi-modal safety along Galene Drive (CS-1010H) from Maple Road (MP 1.134) to Bluebird Lane. The project includes realigning Galene Drive/Sprowl Road, and extending this connection east, widening the collector roadway curb and gutters, and adding sidewalks and bicycle facilities. Project will include turning movements and signalization as warranted.</p>		<b>Justification</b>	<p>The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene/Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby St and Bluebird Ln which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Ave. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.</p>	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$7,300,000	<b>Open to Public Date</b>	2028
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	New Roadway
<b>Existing Travel Lanes</b>	2 (existing roadway staying at 2 travel lanes, but there is a new roadway extension)	<b>Proposed Travel Lanes</b>	2 (existing roadway staying at 2 travel lanes, but there is a new roadway extension)	<b>Turn Lanes Proposed</b>	continuous two way left turn lane, left turn bay, right turn bay
<b>Located in EJ Area</b>	No	<b>Equity</b>	<p>This project would promote equity by providing local multi-modal connectivity to the larger transportation network and community resources. EPA's EJ SCREEN Tool shows a higher percentage of renter-occupied housing units have no vehicles available east of Taylorsville Road. There is a higher percentage of persons over the age of 64 near the proposed corridor.</p>		
<b>Safety Improvements</b>	Corridor Access Management, Dedicated Lanes at Intersection, Walkways, Greenway Bike Blvd, Crosswalk Visibility Elements, Street Lighting, Design Improvements Curves		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Project is envisioned as a new complete street corridor and expansion of the downtown Jeffersontown local street network. The corridor connects two schools and provides multi-modal connections to the civic area of downtown Jeffersontown.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail, sidewalk, striped bike lane
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	

<b>Project Score</b>	116	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	<p>The project includes a new roadway, minor roadway widening, and intersection improvements to accomplish multiple transportation goals for the City of Jeffersontown. The realignment of the Galene / Sprowl intersection with College Dr addresses a poorly configured offset intersection where vehicular and pedestrian traffic safety at the adjacent Tully Elementary School has long been an issue. The realignment of this critical intersection is the primary focus of the project west of Taylorsville Rd. East of Taylorsville Rd, the project serves as a critical new connector, providing multiple linkages to the local transportation system at Shelby Stand Bluebird Ln which both connect south to Watterson Trail, and at residential dead-end streets of Valley and Pelham, which both connect north to Grand Ave. In addition to multi-modal connectivity, this eastern portion of the corridor also provides for some areas of economic development opportunities which will also serve to benefit the community.</p>	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Planning		2023	\$ 264,000	
	Design		2024	\$ 440,000	
	Right of Way		2024	\$ 880,000	
	Utilities		2025	\$ 440,000	
	Construction		2026	\$ 4,440,000	
	<b>Total</b>			\$ 6,464,000	

<b>Project Name</b>	Taylorsville Road Shared Use Path		<b>Sponsor Agency</b>	City of Jeffersontown	
<b>Description</b>	<p>Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blakenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.</p>		<b>Justification</b>	<p>The project would be the first segment of the Jeffersontown to Parklands Connector-a shared use path initiative to link neighborhoods along Taylorsville Rd to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Rd and Blakenbaker Pkwy. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blakenbaker Pkwy. There is an existing sidewalk along Blankenbaker Pkwy connecting these residential areas to Taylorsville Rd, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Rd, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blakenbaker Pkwy. This would link residents to recreational amenities at the park, to the historic gaslight square district in Jeffersontown, &amp; to Bluegrass Commerce Park.</p>	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$900,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Bicycle Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	<p>The project is focused on providing bicycle and pedestrian improvements to provide accessibility for a dense area of mixed residential development recently annexed into the Jeffersontown City limits. Reviewing EPA's EJSCREEN online mapping there appears to be a slightly higher percentage of low-income persons, people of color, and linguistically isolated persons in the area between Veterans Park and Chenoweth Run Road. Additionally, nearly 10% of the renter occupied housing units in this area do not have a vehicle and about 25% are over the age of 64. The adjacent section between Chenoweth Run Road and Blakenbaker Parkway has about 20% persons over the age of 64. Multi-modal improvements would be designed to meet ADA compliance to serve all potential users' ability.</p>		
<b>Safety Improvements</b>	Corridor Access Management, Pedestrian crossing islands, Walkways, Neighborhood greenways bike blvd, Crosswalk visibility elements		<b>Freight Improvements</b>	No information	

<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Converting existing Taylorsville Road into a complete street by offering multi-modal transportation along a shared use path and neighborhood greenway. Providing ADA compliant facilities would serve the aging population in the area and provide safe transportation options for households with no vehicles. The project will provide a multi-use bicycle / pedestrian trail to accommodate alternative modes and support installation of additional TARC stops.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail, sidewalk, other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	85	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP, STBG and TA		<b>Justification for Program Eligibility</b>	The project would be the first segment of the Jeffersontown to Parklands Connector-a shared use path initiative to link neighborhoods along Taylorsville Rd to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Rd and Blakenbaker Pkwy. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blakenbaker Pkwy. There is an existing sidewalk along Blakenbaker Pkwy connecting these residential areas to Taylorsville Rd, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Rd, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blakenbaker Pkwy. This would link residents to recreational amenities at the park, to the historic gaslight square district in Jeffersontown, & to Bluegrass Commerce Park.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Design		2023	\$	132,000
	Construction		2024	\$	660,000
			<b>Total</b>	\$	792,000

<b>Project Name</b>	Watterson Trail Signalization Improvements		<b>Sponsor Agency</b>	City of Jeffersontown	
<b>Description</b>	This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Billtown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).		<b>Justification</b>	Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase I (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckriegel Pkwy at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Billtown/Maple and Shelby/Old Taylorsville Rd. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$1,150,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Intersection Interchange
<b>Existing Travel Lanes</b>	2	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	Adding pedestrian signals would improve multi-modal safety. ADA compliant ramps and walk signs would benefit all users. Reviewing US EPA EJ SCREEN mapping indicates there's a higher percentage of persons over the age of 64 along the corridor. Approximately 10% of the renter-occupied housing units in the area adjacent to the corridor have no vehicles available.		
<b>Safety Improvements</b>	Corridor Access Management, Walkways, Crosswalk Visibility Elements		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Modernized signals which include pedestrian signals will help complete the ongoing streetscape projects and the creation of a safe and complete street corridor within the downtown. Audible signal crossings will better meet ADA compliance and this would eliminate conflicts with utilities and aid in improved pedestrian crossings.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	

<b>Project Score</b>	127	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP, STBG and TA	<b>Justification for Program Eligibility</b>	Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase I (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckregal Pkwy at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Billtown / Maple and Shelby / Old Taylorsville Rd. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.		
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>		
	Design	2023	\$ 132,000		
	Construction	2024	\$ 880,000		
	<b>Total</b>		\$ 1,012,000		

<b>Project Name</b>	KY 1065		<b>Sponsor Agency</b>	Kentucky Transportation Cabinet	
<b>Description</b>	Improve safety and reduce congestion on KY 1065 (Outer Loop) from I-65 to KY 2052 (Shepherdsville Road). Project will evaluate the addition of one travel lane in each direction and consider accommodations for bicyclists and pedestrians. CHAF IP20080211.		<b>Justification</b>	The purpose of this project is to improve: 1) Safety, 2) Traffic flow on roadways during peak travel hours, 3) Air quality, 4) Mobility within designated freight corridors, and 5) Modal access and choice. KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in south-central Jefferson County. Surrounding land use is primarily medium density commercial with some residential uses. These adequacy rating data suggest high crash potential, rough pavement condition and congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development has been planned along this corridor.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$35,430,000	<b>Open to Public Date</b>	2030
<b>KIPDA ID</b>	436	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Major Widening
<b>Existing Travel Lanes</b>	4	<b>Proposed Travel Lanes</b>	6	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	No information		
<b>Safety Improvements</b>	Corridor Access Management, Systemic Lowcost Intersections, Walkways, Crosswalk Visibility Elements		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The project will consider Complete Streets elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	129	<b>Sponsors history of advancing projects in a timely manner</b>	Projects are typically completed in a timely manner.	<b>Willing to provide more than the required local match?</b>	No
<b>Program Eligibility (list of eligible programs)</b>	STBG-MPO (Kentucky)		<b>Justification for Program Eligibility</b>	Funding is being requested to develop a Scoping Study to better define thebest approach for the project. The project is intended to provide enhancedmobility and create a safer environment for all modes.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Planning		2023	\$	200,000
	<b>Total</b>			\$	200,000

Project Name	KY 2050		Sponsor Agency	Kentucky Transportation Cabinet	
Description	Reduce congestion, improve safety, and enhance mobility on KY 2050 (Herr Lane) from Prince Valiant Drive/Westmar Terrace to Bedford Lane. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy, and the KYTC Complete Streets, Roads, and Highways Manual.		Justification	Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great. Herr Lane experiences operational delays directly related to the intersection at Westport Road. Lack of turn lane storage at that intersection leads to queued traffic and extensive delays on Herr Lane during both morning and afternoon peaks. The traffic queues also lead to an excessive number of crashes. The proximity of Prince Valiant Drive to Westport Road also leads to conflicts between left-turning vehicles and queued traffic on Herr Lane. Pedestrian facilities are provided along the east side of Herr Lane through the project corridor. However, there are no pedestrian facilities on the west side of Herr Lane between Graymoor Road and Westport Road.	
County	Jefferson	Total Project Cost	\$2,725,000	Open to Public Date	2028
KIPDA ID	New	State ID/DES	5-80200.00	Primary Project Type	Minor Widening
Existing Travel Lanes	2	Proposed Travel Lanes	2	Turn Lanes Proposed	continuous two-way left-turn lane
Located in EJ Area	No	Equity	The project will provide enhanced mobility and will create a safer environment for all modes through provision of the two-way left-turn lane as well as the inclusion of sidewalks to fill gaps in the network. Vulnerable populations such as school-age children and elderly members of the community should certainly all benefit in some way as a result of the improvements.		
Safety Improvements	Dedicated Lanes at Intersection, Walkways, Crosswalk Visibility Elements		Freight Improvements	No information	
Complete Streets Improvements	Yes	Complete Streets Accommodations	There are bus stops for TARC Route 15 on both sides of the roadway at Moredale, Boxwood, and Graymoor. At Moredale and Boxwood, on the west side where there are no sidewalks, riders must wait in the grass /drainage swale. There is a sidewalk on the east side of Herr Lane and on the west side from Graymoor north. There is no sidewalk on the west side from Graymoor Road to Westport Road. A ladder-style pedestrian crossing is present at Graymoor Road (south leg), which has a crossing guard during school arrival and dismissal hours. The project is expected to provide sidewalks to fill the referenced gaps, as well as considerations to improve crossings at each intersection. (more information can be found in the MPO dedicated app)	Multimodal Components / Infrastructure Types / Transit Project Type	sidewalk, other amenity
Complete Streets Exemption(s)	N/A		Justification for Complete Streets Exemption(s)	N/A	
Project Score	123	Sponsors history of advancing projects in a timely manner	Projects typically advance in a timely manner.	Willing to provide more than the required local match?	No

<b>Program Eligibility</b> (list of eligible programs)	STBG	<b>Justification for Program Eligibility</b>	<p>Herr Lane is an important transportation corridor providing access to and between several neighborhoods, commercial areas, and major arterials. It also provides access to several schools including Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great. Herr Lane experiences operational delays directly related to the intersection at Westport Road. Lack of turn lane storage at that intersection leads to queued traffic and extensive delays on Herr Lane during both morning and afternoon peaks. The traffic queues also lead to an excessive number of crashes. The proximity of Prince Valiant Drive to Westport Road also leads to conflicts between left-turning vehicles and queued traffic on Herr Lane. Pedestrian facilities are provided along the east side of Herr Lane through the project corridor. However, there are no pedestrian facilities on the westside of Herr Lane between Graymoor Road and Westport Road.</p>
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>
	Design	2024	\$ 280,000
	Right of Way	2025	\$ 44,000
	Utilities	2026	\$ 128,000
	Construction	2027	\$ 1,728,000
	<b>Total</b>		\$ 2,180,000

<b>Project Name</b>	KY 2055		<b>Sponsor Agency</b>	Kentucky Transportation Cabinet	
<b>Description</b>	Construct a sidewalk along Mount Holly Road from Charlene Drive to Fox Avenue for Coral Ridge Elementary. The project will consider elements consistent with the KIPDA Complete Streets Policy, the KYTC Complete Streets Policy and the KYTC Complete Streets, Roads and Highways Manual.		<b>Justification</b>	The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the KIPDA Online Resource Center through their Gap Analysis.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$360,000	<b>Open to Public Date</b>	2027
<b>KIPDA ID</b>	New	<b>State ID/DES</b>	5-80110.00	<b>Primary Project Type</b>	Bicycle Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	The project expands and enhances mobility options to provided access to community resources.		
<b>Safety Improvements</b>	Walkways, Crosswalk visibility elements		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The project would provide a section of sidewalk that would close a gap in the local sidewalk system.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	84	<b>Sponsors history of advancing projects in a timely manner</b>	Projects typically advance in a timely manner.	<b>Willing to provide more than the required local match?</b>	No
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	The project would fill a recognized gap in the sidewalk system between the Fairdale community and Coral Ridge Elementary School. This area is identified in the Gap Analysis in the KIPDA Online Resource Center.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Design		2023	\$120,000	
	Right of Way		2024	\$24,000	
	Utilities		2025	\$24,000	
	Construction		2026	\$120,000	
	<b>Total</b>			\$288,000	

<b>Project Name</b>	Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor		<b>Sponsor Agency</b>	Kentucky Transportation Cabinet	
<b>Description</b>	The project would consist of a planning study to examine the needs and possible solutions regarding provision of more robust and more attractive community connections between the Portland neighborhood and the areas adjacent to the Ohio River.		<b>Justification</b>	I-64 is a high-speed fully-controlled access interstate transportation facility through an economically-disadvantaged area that constitutes a barrier to community connectivity, as well as a barrier to mobility and access to jobs and recreation opportunities. The study would explore options to ameliorate the impacts of that barrier, particularly as they affect Portland and adjacent West Louisville neighborhoods. Opportunities exist for neighborhood, business community, city, and state partnerships in the implementation of this project. The Louisville Metro Portland Neighborhood Plan brought together many of these stakeholders, and the project could certainly build on that foundation. Since the adoption of the plan, the West End Opportunity Partnership was established, creating a TIFF District with the aim of revitalizing the community.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$22,750,000	<b>Open to Public Date</b>	2028
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Bicycle Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	The study will explore the effects of enhanced multi-modal facilities and connections with existing networks. Possible benefits of a multi-modal network that could support job access will be explored, most particularly its affect on households without vehicles. Reconnection to the waterfront would provide more mobility options for the community, not only to access recreation facilities but to also provide additional work trip opportunities. Plans are underway to expand Waterfront Park to the east of the project area and Portland Wharf Park near the west end of the project area.		
<b>Safety Improvements</b>	Systemic Low-cost Intersection, Walkways, Crosswalk visibility elements, Street lighting		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	This project would combine elements of previous studies with new concepts and solutions. The lack of good multi-modal connections over, under, and around the interstate and its interchanges has been a subject of discussion since the construction of I-64 in the 1970s. Many of the needs for connectivity within this community are detailed in Louisville Metro's Portland Neighborhood Plan (adopted 2008). Reconnection to the waterfront would provide more mobility options for the community, not only to access recreation facilities but to also provide additional work trip opportunities. (more information found in the MPO dedicated funding application)	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared-use path/trail, sidewalk, other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	

<b>Project Score</b>	116	<b>Sponsors history of advancing projects in a timely manner</b>	Projects typically advance in a timely manner.	<b>Willing to provide more than the required local match?</b>	No
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	I-64 is a high-speed fully-controlled access interstate transportation facility through an economically-disadvantaged area that constitutes a barrier to community connectivity, as well as a barrier to mobility and access to jobs and recreation opportunities. The study would explore options to ameliorate the impacts of that barrier, particularly as they affect Portland and adjacent West Louisville neighborhoods. Opportunities exist for neighborhood, business community, city, and state partnerships in the implementation of this project. The Louisville Metro Portland Neighborhood Plan brought together many of these stakeholders, and the project could certainly build on that foundation. Since the adoption of the plan, the West End Opportunity Partnership was established, creating a Tax Increment Financing District with the aim of revitalizing the community.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Planning		2023	\$	600,000
	<b>Total</b>			\$	600,000

<b>Project Name</b>	US 42 Safety and Mobility Improvements from the Harrods Creek Bridge to River Road		<b>Sponsor Agency</b>	Kentucky Transportation Cabinet	
<b>Description</b>	US 42 safety improvements from Harrods Creek Bridge to River Road (10CCR). CHAF IP20150155.		<b>Justification</b>	Reduce traffic congestion and improve safety along US 42 from Harrods Creek Bridge to River Road. This project is needed because of current traffic congestion combined with the projected future volumes on US 42 from Harrods Creek Bridge to River Road. The traffic congestion also leads to an increase in crashes.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$12,000,000	<b>Open to Public Date</b>	2035
<b>KIPDA ID</b>	230	<b>State ID/DES</b>	5-972.00	<b>Primary Project Type</b>	Minor Widening
<b>Existing Travel Lanes</b>	4	<b>Proposed Travel Lanes</b>	4	<b>Turn Lanes Proposed</b>	Continuous two-way left-turn lane
<b>Located in EJ Area</b>	No	<b>Equity</b>	No information		
<b>Safety Improvements</b>	Corridor Access Management, Dedicated Lanes at Intersection, Roundabouts, Walkways, Median Barrier		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The project alternatives at several locations along US 42 include a roundabout, which typically has a traffic-calming effect that is conducive to bike and pedestrian mobility. Sidewalks are planned on both sides of the roadway, with connections to destinations such as City Hall, commercial developments, residential areas, a city park, and other recreational opportunities. The project is in proximity to a proposed segment of the Louisville Loop, and it will be developed with the anticipation of a future connection to the trail. Lighting (roadway and sidewalk) and way finding signage will also be considered as elements of the project, providing a safer, more comfortable environment for pedestrians, cyclists and transit users.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared-use path/ trail, sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	114	<b>Sponsors history of advancing projects in a timely manner</b>	Projects typically advance in a timely manner.	<b>Willing to provide more than the required local match?</b>	No
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	This project is intended to preserve and improve the conditions and performance of a US Highway, and will likely include bicycle and pedestrian infrastructure as well as transit rider accommodation. The anticipated improvements are consistent with the intent and eligibility requirements set forth in 23 CFR Section 133 (b). The overall vision recently developed in a planning study for this project sought to explore opportunities to improve safety and mobility along the US 42 corridor for all users and to create a sense of community through a built environment that is attractive for families, businesses and visitors to the City of Prospect.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Design		2023	\$ 800,000	
	Right of Way		2024	\$ 664,000	
	Utilities		2024	\$ 2,080,000	
	Construction		2026	\$ 6,008,000	
	<b>Total</b>			\$ 9,552,000	

<b>Project Name</b>	Regional Rideshare Program-Kentucky		<b>Sponsor Agency</b>	KIPDA	
<b>Description</b>	The KIPDA Regional Rideshare Program provides ride-matching services, employer-based and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.		<b>Justification</b>	To reduce congestion, improve air quality, and promote sustainability.	
<b>County</b>	Bullitt, Jefferson, Oldham	<b>Total Project Cost</b>	\$51,043,475	<b>Open to Public Date</b>	N/A
<b>KIPDA ID</b>	162	<b>State ID/DES</b>	5-384.00	<b>Primary Project Type</b>	Program
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	N/A	<b>Equity</b>	no information		
<b>Safety Improvements</b>	Walkways		<b>Freight Improvements</b>	no information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	KIPDA Regional Rideshare program provides ride-matching services for bikers as well as ridesharing opportunities for commuters.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	N/A
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	N/A	<b>Sponsors history of advancing projects in a timely manner</b>	No issues	<b>Willing to provide more than the required local match?</b>	No
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	The KIPDA Regional Rideshare Program provides ride-matching services, employer and regional ridesharing, vanpool subscription services, promotional activities to support ride-sharing, which includes carpooling, vanpooling, taking transit, walking, telecommuting, and bikepooling. This also includes program evaluation and administration.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Operations		2026	\$ 1,253,654	
	Operations		2027	\$ 1,278,727	
			<b>Total</b>	\$ 2,532,381	

<b>Project Name</b>	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Development of educational and awareness programs concerning bicycle and pedestrian issues. Provide education and training for cyclists, motorists, and city officials about laws governing cyclists' rights and responsibilities		<b>Justification</b>	Bicycle and pedestrian projects may provide traffic congestion relief, improve air quality and provide safety for bicyclists and pedestrians. Project will increase awareness of bicycling and walking as an alternative to vehicle trips. This project is an essential component to meeting goals of increased biking and walking trips while decreasing related injuries and deaths.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$2,100,000.00	<b>Open to Public Date</b>	N/A
<b>KIPDA ID</b>	337	<b>State ID/DES</b>	5-965.15	<b>Primary Project Type</b>	Bicycle-Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No location	<b>Equity</b>	No information		
<b>Safety Improvements</b>	No information		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The entire project is based around providing community programs that increase bicycling usage and safety in Louisville.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	No information
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	20	<b>Sponsors history of advancing projects in a timely manner</b>	No issues	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	Project is eligible for STBG since it has already received STBG funding before.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Operations		2026	\$	120,000
			<b>Total</b>	\$	120,000

<b>Project Name</b>	Buechel Bank Road		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Add center turn lane on Buechel Bank Road from GE Appliance Park to US 31E (Buechel Bypass). Project length is 0.9 miles.		<b>Justification</b>	This project will reduce traffic congestion.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$15,217,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	381	<b>State ID/DES</b>	5-8001.00	<b>Primary Project Type</b>	Minor Widening
<b>Existing Travel Lanes</b>	2	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	continuous two-way left-turn lane
<b>Located in EJ Area</b>	yes	<b>Equity</b>	No information		
<b>Safety Improvements</b>	Dedicated Lanes at Intersection, Systemic Lowcost Intersections		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Sidewalk will be constructed on both sides	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	134	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	Project is eligible for STBG per 23 U.S.C. 133(b). It is a Constructionproject with roadways and complete streets components.Project is not eligible for TA or CRP.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2024	\$ 6,605,000	
	<b>Total</b>			\$ 6,605,000	

<b>Project Name</b>	Dixie Highway Streetscape (TAP)		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Construction of complete street improvements from Crums Lane to 18th Street, including bicycle and pedestrian facilities.		<b>Justification</b>	Improve bicycle and pedestrian safety.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$2,612,000	<b>Open to Public Date</b>	2024
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	5-478.80	<b>Primary Project Type</b>	Bicycle_Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	Providing safe ADA compliant sidewalks is necessary for a growing community. Connectivity between the high school and the library are very important to the overall well being of the community.		
<b>Safety Improvements</b>	Pedestrian crossing islands, Walkways		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Improving condition and appeal of existing bike and ped facilities	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk, striped bikelane, Pedestrian crossing islands, Walkways
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	144	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP, STBG and TA		<b>Justification for Program Eligibility</b>	Project is eligible for TA since it has already received TAP funding before. Project could be eligible for STBG or CRP, but our preference is TA funding.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2024	\$	1,622,000
	<b>Total</b>			\$	1,622,000

<b>Project Name</b>	Downtown Louisville Traffic Signal Upgrades		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of signal controllers; at approximately 70 traffic signals in the downtown and Central Business District of Louisville.		<b>Justification</b>	The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$4,572,500	<b>Open to Public Date</b>	2026
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Roadway Operations
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	This project will reduce congestion, thereby reducing transportation-related greenhouse gas emissions and improve air quality. Per the Louisville Metro's Health Equity Report, people of color are more likely to suffer disproportionate health impacts from poor air quality. Small projects such as this one that improve air quality will help improve the air quality of the entire community and reduce disproportionate impacts to people of color.		
<b>Safety Improvements</b>	Backplates Retroreflective, Yellow Change Intervals		<b>Freight Improvements</b>	This project will reduce congestion, thereby improving travel time reliability of freight trucks through the downtown and CBD.	
<b>Complete Streets Improvements</b>	No	<b>Complete Streets Accommodations</b>	N/A	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	no information
<b>Complete Streets Exemption(s)</b>	When the project consists primarily of the installation of traffic control devices and the existing crossing devices already accommodate all applicable user groups. This project will also set the foundation for smart city technologies in EJ Areas, ensuring that top-of-the-line technologies are installed and ready to be utilized in neighborhoods consisting of minorities and low-income populations.		<b>Justification for Complete Streets Exemption(s)</b>	This project is the installation of traffic signals. While some existing crossing devices already accommodate pedestrians, this project may consider additional accommodations such as bike signals. The project also does not alter existing geometry of the roadway.	
<b>Project Score</b>	154	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and STBG		<b>Justification for Program Eligibility</b>	Project is eligible for CRP under 23 U.S.C 175(c)(1)(D) a project described in section 503(c)(4)(E) for advanced transportation and congestion management technologies. Project may also be eligible for STBG although our preference is for CRP funding.	
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>		
	Design	2024	\$	312,000	
	Construction	2025	\$	3,420,000	
	<b>Total</b>		\$	3,732,000	

<b>Project Name</b>	EV Charging Infrastructure for Louisville Metro and TARC Fleet		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Install forty (40) level II charging stations to serve Louisville Metro Government (LMG)'s light-duty fleet and TARC's non-revenue fleet. Thirty (30) stations will also be available for public use. Ten (10), located in secure areas and/or only accessible with a key fob, to be used by LMG/TARC fleet and/or employees' personal vehicles. All forty (40) charging stations will have ten (10) ports installed at each site, for a total of 400 ports. The electrical panels within the municipal buildings at all forty (40) charging station sites will be upgraded for the ability to provide 600 amp service. This will meet the operational demand of ten (10) charging ports at each site.		<b>Justification</b>	Kentucky is the electric vehicle battery production capital of the United States. This project leverages other state investments to increase the number of battery electric vehicles (BEVs) in the light-duty fleet of the largest local government in Kentucky and increase the availability of charging infrastructure county-wide, supporting accelerated adoption of BEVs across all fleet sectors. Additionally, many of the publicly-available charging sites will be located in areas of Jefferson County that are identified as "disadvantaged" under the federal Justice40 initiative. Upgrading municipal building electrical service to meet the operational demand of charging BEVs will help Louisville Metro and the state of Kentucky take foundational steps to reaching their air quality and sustainability goals.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$4,638,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Roadway Operations
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	see justification	<b>Equity</b>	Many of the EV charging stations that will be open to the public are will be located in areas of Jefferson County that are identified as "disadvantaged" under the federal Justice40 initiative. This will improve air quality in these neighborhoods. It will encourage early adoption of the EV technology since there will be many public options to charge in their neighborhoods. It will also encourage EV users to visit and patronize businesses in these neighborhoods, contributing to the economic success of the neighborhoods.		
<b>Safety Improvements</b>	No information		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	No	<b>Complete Streets Accommodations</b>	This is not a construction project in the right-of-way. The only construction with this project will be building upgrades.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	N/A

<b>Complete Streets Exemption(s)</b>	The public charging stations are eligible for CRP under 23 U.S.C.175(c)(1)(J)(i): "the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure." The private charging stations are eligible for CRP under "(D) a project described in section 503(c)(4)(E) for advanced transportation and congestion management technologies;" OR "any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [23 U.S.C. 133(b)(15) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure." Project could be eligible for STBG but our preference is for CRP.		<b>Justification for Complete Streets Exemption(s)</b>	This project does not alter existing geometric designs of a transportation facility. It is not a construction project in the right-of-way.	
<b>Project Score</b>	25	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and STBG		<b>Justification for Program Eligibility</b>	The public charging stations are eligible for CRP under 23 U.S.C.175(c)(1)(J)(i): "the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure." The private charging stations are eligible for CRP under "(D) a project described in section 503(c)(4)(E) for advanced transportation and congestion management technologies;" OR "any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [23 U.S.C. 133(b)(15) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure." Project could be eligible for STBG but our preference is for CRP.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2024	\$ 3,710,400	
	<b>Total</b>			\$ 3,710,400	

<b>Project Name</b>	Herr Lane Improvements		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Widen Herr Lane (KY 2050) from 2 to 3 lanes (additional lane will be a two-way left turn lane) from Westport Road (KY 1447) to Bedford Lane. Project may repair and replace existing sidewalk or add new sidewalk if needed.		<b>Justification</b>	This project will reduce congestion and improve access to community amenities such as the new Robley Rex Veteran's Affairs Medical Center, Ballard High School, Kammerer Middle School, Wilder Elementary School, and St. Albert the Great School.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$3,642,000	<b>Open to Public Date</b>	2026
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	5-80200.00	<b>Primary Project Type</b>	Minor Widening
<b>Existing Travel Lanes</b>	2	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	continuous two way left turn lane, right turn bay
<b>Located in EJ Area</b>	No	<b>Equity</b>	This project will reduce congestion and improve access to community amenities that serve a wide variety of populations, including people of color and low-income populations (3 public schools and the new VA hospital).		
<b>Safety Improvements</b>	Backplates Retroreflective, Dedicated Lanes at Intersection, Walkways, Crosswalk Visibility Elements		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Preserve existing sidewalks, repair and add new sidewalk where needed. Crosswalk visibility enhancements	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	117	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and STBG		<b>Justification for Program Eligibility</b>	Project is eligible for STBG per 23 U.S.C. 133(b). It is a Construction project with roadways and complete streets components. Project is not eligible for TA. Project may be eligible for CRP but our preference is STBG.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Design		2024	\$ 312,000	
	Right of Way		2025	\$ 54,000	
	Construction		2026	\$ 2,606,000	
	<b>Total</b>			\$ 2,972,000	

<b>Project Name</b>	LaGrange Road and Whipps Mill Intersection Improvements		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions. This is a partner project to KIPDA IDs 1634 and 1791.		<b>Justification</b>	Construction of intersection improvements at LaGrange Road and Whipps Mill Road. Add left-turn lanes in both directions.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$1,377,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Minor Widening
<b>Existing Travel Lanes</b>	2	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	left turn bay
<b>Located in EJ Area</b>	No	<b>Equity</b>	This project will reduce congestion, thereby reducing transportation-related greenhouse gas emissions and improve air quality. Per the Louisville Metro's Health Equity Report, people of color are more likely to suffer disproportionate health impacts from poor air quality. Small projects such as this one that improve air quality will help improve the air quality of the entire community and reduce disproportionate impacts to people of color.		
<b>Safety Improvements</b>	Dedicated Lanes at Intersection		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	No	<b>Complete Streets Accommodations</b>	No	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	No
<b>Complete Streets Exemption(s)</b>	When alternative transportation facilities on other routes of similar or better quality already exist or are currently planned		<b>Justification for Complete Streets Exemption(s)</b>	No complete streets components are part of this project because it is a carving off of two other complete street projects. KIPDA ID 1791 is a TE-funded project that is not yet open to the public. These intersection improvements were once part of the scope of KIPDA ID 1791, but are being carved off so that the two projects can be put on separate timelines and any challenges don't hold up the other project. On a related note, KIPDA ID 1634 is a CMAQ-funded project that is currently seeking funding to build shared-use path and bike facilities in the vicinity of this proposed project.	
<b>Project Score</b>	118	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and STBG		<b>Justification for Program Eligibility</b>	This section of the project (just intersection improvements at LaGrange & Whipps Mill) is eligible for CRP under Eligible Use: "certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C.149(b)(5); and 175(c)(1)(L)]"Project is eligible for STBG and (and possibly TA since this scope was formerly part of a TE-funded project -- KIPDA ID 1791), but those are not our preference for this section of the project.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2024	\$	1,123,000
	<b>Total</b>			\$	1,123,000

<b>Project Name</b>	Louisville CBD Streetlight Rehabilitation		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	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.		<b>Justification</b>	Updating street lights will increase safety for pedestrians and assists in providing a State of Good Repair for Metro streets.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$4,852,500	<b>Open to Public Date</b>	2028
<b>KIPDA ID</b>	2922	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Maintenance
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	No information		
<b>Safety Improvements</b>	No information		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Lighting improvements at pedestrian scale.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	N/A
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	87	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and STBG		<b>Justification for Program Eligibility</b>	Project is eligible for CRP under 23 U.S.C. 175(c)(1)(F): "a project to replace street lighting and traffic control devices with energy-efficient alternatives" Project could be eligible for STBG, but our preference is CRP funding	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2025	\$ 3,960,000	
	<b>Total</b>			\$ 3,960,000	

<b>Project Name</b>	Reimagine 9th Street		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	This project will transform 9th Street/Roy Wilkins Avenue just west of the downtown Louisville from the Main Street to Broadway from a six-lane thoroughfare with extremely wide right-of-way into a "Complete Street." Improvements to be considered during the Design process include: Reduce the number and width of lanes, convert one-way traffic to two-way (with a two-way left turn lane) on Muhammad Ali Blvd. and Chestnut St./River Park Drive, eliminate negative offset left-turn lanes, adequately dimensioned turn bays, traffic signal upgrades, expanded fiber throughout the corridor, protected/permissive left turns at signals, sidewalk expanded up to 20-feet wide, curb extensions, pedestrian refuge islands, pedestrian scale lighting, crosswalk visibility enhancements, tabled intersections, protected bike lanes, improved signage, bus shelters, kiosks with real-time bus information, dedicated bus lanes, bus bulbs, increased tree canopy, bioswales, and improved storm drainage.		<b>Justification</b>	Eliminate the physical and psychological barrier that the "9th Street divide" creates between Louisville's Central Business District and the West End neighborhoods; create a safe and accessible travel experience for all users including pedestrians, cyclists and transit riders; increase economic vitality through creating a safe, attractive and comfortable environment; provide opportunities for parks and open spaces, playgrounds, recreation access, street tree canopy and storm water management features; and provide a safe and efficient corridor for vehicle and freight travel.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$24,640,000	<b>Open to Public Date</b>	2027
<b>KIPDA ID</b>	2733	<b>State ID/DES</b>	5-80252.00	<b>Primary Project Type</b>	Capacity Reconfiguration
<b>Existing Travel Lanes</b>	Varies (See description)	<b>Proposed Travel Lanes</b>	Varies (See description)	<b>Turn Lanes Proposed</b>	Varies (See description)
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	The majority of the project area is located in historically disadvantaged communities, areas of persistent poverty, and EJ Areas. This project will help the community take a major step towards healing past injustices and racial segregation by eliminating the "9th Street divide," a physical barrier between Louisville's downtown and the majority-Black neighborhoods to the west. Complete Streets components will provide critical infrastructure, increase transportation choice, improve air quality, create new economic opportunities, and increase quality of life for residents by improving health outcomes. The one-way to two-way conversions will slow vehicle speeds thereby increasing safety, especially for non-motorized travelers. People who live, work, and visit the affected project area will be engaged throughout the Design process.		
<b>Safety Improvements</b>	Reduced left turn conflict, systemic low-cost intersection, leading pedestrian intervals, pedestrian crossing islands, road diets, walkways, separated bike lanes, crosswalk visibility elements and street lighting		<b>Freight Improvements</b>	The 9th Street corridor is part of both the Regional Freight Network and the Congestion Management Process. These dual designations mean that it is vital for the future of the corridor to serve a wide variety of transportation uses. While the new Urban Parkway design will reallocate significant space to other uses beyond vehicle lanes, the movement of freight along the corridor will be minimally impacted, with no projected increase in bottlenecks or delays for the movement of goods through the corridor.	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	A very wide pedestrian boulevard will be built in addition to separated bike lanes. There will be median & pedestrian crossing islands, curb extensions, crosswalk visibility enhancements, and leading pedestrian intervals.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared Use Path/trail, sidewalk, separated bike lane, striped bike lane
<b>Complete Streets Exemption(s)</b>	None		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	165	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	Project is eligible for STBG per 23 U.S.C. 133(b). It is a Design and Construction project with roadways, complete streets, and ITS components. It has already been deemed eligible and awarded federal funding from the USDOT (RAISE) in which STBG funding was part of the grant application.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2026	\$	3,896,000
	<b>Total</b>			\$	3,896,000

<b>Project Name</b>	Westport Road Sidewalk through I-265 Interchange		<b>Sponsor Agency</b>	Louisville Metro	
<b>Description</b>	Build a sidewalk on the north side of Westport Road (KY 1447) from Towne Center Drive to Chamberlain Lane. Project will consider adding other safety improvements such as crosswalk visibility enhancements, new street lights, and advance warning Rectangular Rapid-Flashing Beacons (RRFBs) on the ramps.		<b>Justification</b>	Provide new and safe facilities for pedestrians to traverse through the I-265 interchange at Westport Road (KY 1447). This project will connect two commercial areas which are not currently safely accessible outside of a motor vehicle.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$1,152,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Bicycle Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	This project will build sidewalks where none currently exist. There is documented high pedestrian use in this corridor, even without a sidewalk. This area is also considered an Employment Density Cluster, Medical Density Cluster, Retail Density Cluster, and a Household Density Cluster. This project will provide safe connection between all these areas so that people can choose to take more affordable, sustainable, and accessible methods of transportation (such as walking and biking or walking to the bus stop) to travel to their destinations.		
<b>Safety Improvements</b>	Pedestrian hybrid beacon, Walkways, Crosswalk visibility elements, Street lighting		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Construction of new sidewalk, crosswalk visibility enhancements, improved safety at I-265 ramp crossings (Design will consider installation of advanced warning RRFBs), pedestrian scale lighting	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk, other amenity
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	135	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP, STBG and TA		<b>Justification for Program Eligibility</b>	Project is eligible for TA per 23 U.S.C. 101(a)(29)(A). (A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Project may be eligible for CRP and STBG, but our preference is for TA.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Design		2024	\$	45,000
	Construction		2025	\$	895,000
	<b>Total</b>			\$	940,000

<b>Project Name</b>	Kentuckiana Air Education (KY)		<b>Sponsor Agency</b>	Louisville Metro Air Pollution Control District	
<b>Description</b>	Information/outreach campaign to educate public about air quality issues and encourage the public to make air-friendly choices.		<b>Justification</b>	Reduce ozone levels in Louisville ozone maintenance area. Raise public awareness of connections between transportation and air quality and influence positive behavior.	
<b>County</b>	Jefferson, Bullitt, Oldham	<b>Total Project Cost</b>	\$500,000	<b>Open to Public Date</b>	N/A
<b>KIPDA ID</b>	370	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Program
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No location	<b>Equity</b>	No information		
<b>Safety Improvements</b>	No information		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	KAIRE is an outreach program promoting the air-friendly behaviors that include driving less, reducing idling, sharing rides and biking and walking more.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	No information
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	N/A	<b>Sponsors history of advancing projects in a timely manner</b>	No issues	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	Kentuckiana Air Education (KAIRE) promotes clean, healthy air by educating the public on the negative health effects of air pollution and encouraging "air-friendly" behavior, such as proper vehicle maintenance, ride-sharing, idling reduction, use of mass transit, and walking/bicycling. As national ambient air quality standards are toughened, KAIRE is a key component of the Louisville Metro Air Pollution Control District's strategy to reduce harmful air emissions from motor vehicles. Survey data collected both by APCD and by independent researchers indicates that KAIRE's clean-air messaging has positively affected the public's behavior regarding air quality. To recognize KAIRE's value to the community, in 2014 the EPA awarded the program a national Clean Air Excellence Award.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Operations		2026	\$	200,000
	Operations		2027	\$	200,000
	<b>Total</b>			\$	400,000

<b>Project Name</b>	Commerce Parkway Widening		<b>Sponsor Agency</b>	Oldham County	
<b>Description</b>	Widen Commerce Parkway between Parker Drive and KY 393 adding a continuous turn lane for approximately three miles including the relocation of 10' wide shared-use path. Lane width is 12' with one proposed signal between termini. Project length is 3 miles.		<b>Justification</b>	The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with new I-71 ramps.	
<b>County</b>	Oldham	<b>Total Project Cost</b>	\$21,720,000	<b>Open to Public Date</b>	2029
<b>KIPDA ID</b>	2614	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Minor Widening
<b>Existing Travel Lanes</b>	2	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	continuous two-way left-turn lane
<b>Located in EJ Area</b>	No	<b>Equity</b>	No information		
<b>Safety Improvements</b>	No information		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	There will be a 10' shared-use path to accommodate both pedestrians and bicyclists. This is the Oldham County Express Bus route to provide service from downtown LaGrange into Louisville Metro. We anticipate additional trips along Commerce Parkway to the permanent commuter parking lot being constructed at the Kroger site on Commerce Parkway.	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	93	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	No

<b>Program Eligibility (list of eligible programs)</b>	STBG	<b>Justification for Program Eligibility</b>	The purpose of the project is to improve capacity, access, and mobility along Commerce Parkway through an actively developing industrial and business park. The widening of the road will reduce congestion, improve safety, and increase travel capacity and alternatives for residents, businesses, and freight traffic given the anticipated direct connection with the new I-71 ramps, widening of I-71, improvements to Allen Lane including a rail underpass, and the development of the Oldham County Business Park and the Oldham Reserve, a mixed-use business park.	
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>	
	Design	2024	\$	1,650,000
	Right of Way	2025	\$	350,000
	Utilities	2026	\$	1,500,000
	Construction	2027	\$	18,220,000
	<b>Total</b>		\$	21,720,000

<b>Project Name</b>	KY 22-Clore Lane Intersection Improvements		<b>Sponsor Agency</b>	Oldham County	
<b>Description</b>	This project will align Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets as well as add dedicated left-turn lanes on KY 22. Trees and vegetation will be cleared for increased visibility.		<b>Justification</b>	The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson/Oldham County line near Haunz Lane to KY 329. This project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement.	
<b>County</b>	Oldham	<b>Total Project Cost</b>	\$3,862,500.00	<b>Open to Public Date</b>	2027
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Intersection Interchange
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	left turn bay, right turn bay
<b>Located in EJ Area</b>	No	<b>Equity</b>	The intersection improvement will help alleviate traffic backup and accidents in the KY 22 Corridor. A socioeconomic review completed as part of the KY 22 Improvement Study identified a geographic region adjacent to Wooldridge Avenue that includes a higher percentage of persons aged 65 and over than the reference threshold of Oldham County as well as an area in the corridor including a minority and Limited English Proficiency population concentration above the Oldham County reference threshold. This population will travel this corridor for multiple purposes such as school, grocery shopping and government services.		
<b>Safety Improvements</b>	Backplates Retroreflective, Dedicated Lanes at Intersection, Reduced Left turn Conflict		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	No	<b>Complete Streets Accommodations</b>	N/A	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	paved shoulder
<b>Complete Streets Exemption(s)</b>	Where cost would be excessively disproportionate to probable use or need When alternative transportation facilities on other routes of similar or better quality already exist or are currently planned		<b>Justification for Complete Streets Exemption(s)</b>	This project is a spot improvement identified by the KY 22 Study. According to the study, "Negligible bicycle or pedestrian activity was identified," in the study area. There are currently no multi-modal facilities in place in the area and no connection along the corridor for a sidewalk or shared-use path. Oldham County is currently in the process of adding shared-use paths and sidewalk sections in other corridors consistent with the Oldham County Greenways Master Plan that provide regional connectivity. Also, there are no regular bus or express bus routes in the KY22 corridor.	
<b>Project Score</b>	92	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	No

<b>Program Eligibility</b> (list of eligible programs)	STBG	<b>Justification for Program Eligibility</b>	The KY 22 Corridor Improvement Study completed by Oldham County, KYTC and KIPDA in 2022, looked at KY 22 from the Jefferson / OldhamCounty line near Haunz Lane to KY 329. The proposed project was identified in the study as the highest priority spot improvement. This intersection had the highest number of total crashes, more severe crashes, and the highest crash factor (1.58) of all intersections studied. It was also the top safety concern identified during two rounds of public engagement. Aligning Wooldridge Avenue and Clore Lane with left-turn lanes and right-turn pockets on both streets and dedicated left-turn pockets on KY 22, will help alleviate traffic backup and accidents in the KY 22 Corridor. Reducing accidents will increase efficiency in turning movements and traffic volumes for everyone travelling KY 22 including school buses, emergency vehicles and freight traffic which frequently use KY 22 as an alternate route during incidents on I-71.
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>
	Design	2024	\$ 188,889
	Right of Way	2025	\$ 733,333
	Utilities	2026	\$ 622,222
	Construction	2027	\$ 1,888,889
	<b>Total</b>		\$ 3,433,333

<b>Project Name</b>	City of Prospect US 42 Safety Improvement Project		<b>Sponsor Agency</b>	City of Prospect	
<b>Description</b>	Addition of Left Turn Lanes from US 42 at the following intersections: Greenmere Boulevard, Sutherland Farm Road, Hunting Creek Drive Entrance, and Rose Island Road Addition of Dynamic Signage, Rumble Strips, Guardrails, & Lighting from Bridgepointe Boulevard to Harrods Creek Bridge Lighting from River Road to Hunting Creek Drive Narrowed Lanes on US 42 (12" to 11") from Gene Snyder Freeway ramp to existing 11 foot wide lanes		<b>Justification</b>	To make US 42 a safer highway. This is the result of a detailed Planning Study that was approved by KIPDA last year. The outcome is to reduce traffic accidents, improve pedestrian, bicycle, vehicular safety and mobility, and reduce pollution.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$3,330,000	<b>Open to Public Date</b>	2025
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Intersection Interchange
<b>Existing Travel Lanes</b>	4	<b>Proposed Travel Lanes</b>	4	<b>Turn Lanes Proposed</b>	left turn bay
<b>Located in EJ Area</b>	No	<b>Equity</b>	There have been no improvements to US 42 since its initial design. It's outdated and traffic is tremendously increased. US 42 is the major road for 90% of the residents of Prospect as well as commuters through the City using this Federal Highway. Many of the residents are senior residents.		
<b>Safety Improvements</b>	Dedicated Lanes at Intersection, Reduced left turn Conflict, Systemic Low cost Intersections, Street Lighting, Delineation Friction Curves, Rumble Strips		<b>Freight Improvements</b>	All traffic, including freight will move much more easily. The left hand turn lanes will free the through streets to all much increased mobility.	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Per the study referenced above, bicycle and pedestrian accommodations along US 42 are limited. There are non-connecting sidewalk segments in Prospect that will be able to be connected via the proposed KYTC project from Harrods Creek to River Road. In the planning study, Strava heatmaps were reviewed to identify existing bicycle and pedestrian demand in the area. Current maps indicate bicycle usage and pedestrian usage along US42 are negligible (more information found in the MPO dedicated funding app)	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	114	<b>Sponsors history of advancing projects in a timely manner</b>	No issues	<b>Willing to provide more than the required local match?</b>	No

<b>Program Eligibility</b> (list of eligible programs)	STBG	<b>Justification for Program Eligibility</b>	As a direct result of a recently completed Transportation Study (Qk4 dated July 25, 2022), which was performed in cooperation with KIPDA and KYTC from a grant received in 2021, this multi-faceted list of projects are the prioritized recommendations of that study. These are roadway improvements that will reduce accidents and improve mobility and micromobility. The projects herein also provide for the next phase by creating the infrastructure that will allow for micromobility, bicycle and pedestrian mobility and other improvements that allow vehicles and people to move around the city safely and efficiently. The projects in this project also fit the Complete Streets requirements and recommendations.
<b>Federal Funding Requested</b>	<b>Phase</b>	<b>Fiscal Year</b>	<b>Funding</b>
	Construction	2023	\$ 3,280,000
	<b>Total</b>		\$ 3,280,000

Project Name	Bus Stop and Access Improvements - Muhammad Ali and Chestnut Street Corridor, KY		Sponsor Agency	TARC	
Description	This project proposes to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-routes, improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. Primary routes in the corridor are Route 19 and 21. Route 19 operates from southwest areas of Louisville through downtown to St. Matthews, serving the NIA Center, the UL Medical Center & Hospitals, Crescent Hill, and Frankfort Avenue. Route 21 operates between Shawnee Park, downtown Louisville, and the Highlands area, serving the NIA Center, Barrett Avenue Government Center, Bellarmine University and the Bashford Manor Lane commercial area.		Justification	Providing facilities at bus stops helps make transit more accessible, comfortable, and convenient to customers; thereby encouraging usage. Providing sidewalk and pedestrian infrastructure eliminates barriers to vulnerable populations, creating a safer, more equitable environment. Upgrades to the transit amenities are received positively by the community at large. Better amenities and boarding areas are a significant improvement in assisting the community and increase passenger security and the perception of safety for public transit, thereby improving the perception of transit and increasing transit ridership. The transit facility improvements in the M. Ali and Chestnut Street corridor will promote interaction in the public space by providing opportunities for people to meet and be exposed to a variety of neighbors, increase civic participation by fostering communication, and promote the power and preservation of place through introducing sustainable infrastructure.	
County	Jefferson	Total Project Cost	\$300,000	Open to Public Date	2023
KIPDA ID	NEW	State ID/DES	TBD	Primary Project Type	Transit Rideshare
Existing Travel Lanes	N/A	Proposed Travel Lanes	N/A	Turn Lanes Proposed	N/A
Located in EJ Area	Yes	Equity	Improvements to transit amenities for stops along this corridor would improve access to public transportation for low income and minority populations. The service areas around stops along M. Ali and Chestnut street both serve disproportionately high percentages of low-income and minority populations. Furthermore improving stop amenities to bring them into ADA compliance by adding ADA ramps, concrete landing pads, sidewalks, shelters, and benches would promote equity in our transportation system by accommodating those in our community with disabilities.		
Safety Improvements	Work includes improvements of the existing or new public transit bus stops and their surroundings which include pedestrian facilities, ADA access and passenger amenities; the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities. These improvements will be a benefit to the overall pedestrian experience in this corridor by providing safe and accessible pedestrian amenities around activity centers. This benefit is a significant improvement in assisting the community and meeting ADA standards. Improved transit amenities increase passenger security and safety, thereby improving the transit experience and increasing transit ridership.		Freight Improvements	No Information	

<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	The goal of the project is to expand the number of ADA accessible bus stops, increase pedestrian access and connectivity to the fixed-route bus system, and improve mobility independence for transit users of all ages and abilities and removing barriers for people with disabilities. The construction, planning, and design of on-road and off-road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Amenities improvements include installing new shelters, benches, trash cans, bike racks, hardscaping and landscaping of a maximum of 25 shelters. (more details on MPO dedicated funding application)	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	No information
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	150	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and TA		<b>Justification for Program Eligibility</b>	Improvements to shelters, benches, boarding areas, and sidewalks are how TARC shows support for its community of users. Upgrades to the transit amenities are received positively by the community at large. (more details found in the MPO dedicated funding application)	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Preliminary Engineering		2023	\$ 100,000	
	Construction		2024	\$ 138,375	
	<b>Total</b>			\$ 238,375	

<b>Project Name</b>	Bus Stop Improvements at Transit Node Eastern Parkway and Preston/Shelby Street		<b>Sponsor Agency</b>	TARC	
<b>Description</b>	<p>TARC is requesting funding to implement pedestrian access and bus stop improvements that will enhance public transportation amenities and improve safety and access to transit. This proposed project will improve existing public transit bus stops and their surroundings, with a focus on pedestrian facilities. A well maintained and clean bus stop can affect the public's perception, and often the reality of a stop's safety and security, thereby encouraging transit usage and decreasing VMT. This proposed project combines the three fundamental elements of sustainable infrastructure- social, environmental and economic. Funds received will be used for the purchase and installation of proposed shelters and amenities within the public right of way. This project will enhance the experience of the user waiting to board or transfer between the two major TARC routes, #28 Preston HWY and #29 Eastern Pkwy. Added pedestrian amenities will help solidify public access across the intersection.</p>		<b>Justification</b>	<p>These sites are at a valuable intersection of frequent and crosstown service and provide connections to hospitals, universities, employment, retail, and high-density residential areas. This project will facilitate economic development in the community by creating small pockets of public space at each corner of the node and better integrate the intersection with the parkway system. New amenities and enhanced landscape will elevate the aesthetic at the front doors of area businesses and attract customers. These areas have high levels of pedestrian activity based on their proximity to retail establishments, high density residential areas, and social services. Typically, a bench or trash receptacle addresses issues of the property owner and the TARC customer by defining the bus stop and improving the appearance and comfort of the adjacent property. Better amenities and boarding areas are a significant improvement in assisting the community and increasing passenger security.</p>	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$150,000	<b>Open to Public Date</b>	2023
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Transit Rideshare
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	No	<b>Equity</b>	<p>The primary beneficiaries of the project are older adults and people with disabilities who have difficulty navigating their way to the bus stops near their desired destinations. At this major node of transit activity TARC will construct sizeable concrete pads to improve ADA access, allow customers to board and alight from both doors of the bus, and to accommodate new shelters and benches where customers will be able to comfortably rest while waiting for the next bus. Improved amenities and boarding areas are a significant improvement in assisting the community and meeting ADA standards.</p>		
<b>Safety Improvements</b>	<p>The Eastern Parkway at Preston/Shelby transit node project will improve the accessibility, comfort, presence and aesthetic of the four bus stops at this location. Concrete and pervious material with easy rollability will be added to the surface area of the bus stop, enlarging current boarding areas and covering grass areas. New, larger, and more accessible shelters will be installed at the three bus stops reducing exposure to sun, rain, and wind and increasing the visibility of the user and the bus stop. This project will enhance the experience of the user waiting to board or transfer between the TARC routes that operate to this hub, safely. Providing a designated space for pedestrians at bus stops increases passenger security and the perception of safety for public transit.</p>		<b>Freight Improvements</b>	No information	

<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	All work to be performed will be within the right of way of Eastern Parkway(Alternate US Hwy 60). The typical right of way width of the corridor is nearly 125 feet. At the Eastern Parkway at Preston Highway eastbound bus stop, the width expands to nearly 190 feet. These widths are sufficient for the proposed concrete pads and amenities to be located 5 to 10 feet behind the existing sidewalk. Landscaping, bike parking, and accessible connections to parking lots will be within the existing right of way. (more details found in MPO dedicated funding application)	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	No information
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	
<b>Project Score</b>	111	<b>Sponsors history of advancing projects in a timely manner</b>	There have been some difficulties advancing projects to the construction phase in a timely manner.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	CRP and TA		<b>Justification for Program Eligibility</b>	TARC is requesting TAP funding to implement stop improvements that will enhance public transportation amenities in the Louisville area and improve safety and access to transit. TARC proposes to purchase and install 3 busshelters and improve surrounding areas at the following stop locations: 1) Eastern Pkwy @ Shelby Street westbound 2) Eastern Pkwy @ Preston Street westbound 3) Eastern Pkwy @ Preston Highway eastbound, and 4) Eastern Pkwy @ Shelby Street eastbound (more details provided in the MPO dedicated funding application)	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2023	\$	121,165
	<b>Total</b>			\$	121,165

<b>Project Name</b>	University of Louisville Research Park Roadway		<b>Sponsor Agency</b>	University of Louisville Real Estate Foundation	
<b>Description</b>	<p>This project will create a roadway that will allow for access to and development of a research park for the University of Louisville community. In 2016, the University completed a connector roadway from South Brook Street to 3rd Street. This roadway created an access that allowed for connectivity across two railroads and created an alternate access point to the existing railroad underpass at 3rd Street. This proposed improvement will start at KY 1020 (3rd Street) approximately 550 feet south of the intersection with Eastern Parkway (Alt. 60) and extend east to South Brook Street 1400 feet north of the intersection with 3rd Street. The roadway will create an arterial path for utilities, access to future research facilities, education spaces, and private industry. Bicycle and pedestrian traffic will have a new option for accessing University facilities as a result of this improvement.</p>		<b>Justification</b>	<p>Currently, this property does not have the infrastructure necessary to allow for access to any portion of the property. The project is however surrounded by the necessary utilities and roadway that would allow the creation of student and community access to research park facilities.</p>	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$7,500,000	<b>Open to Public Date</b>	2024
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	New Roadway
<b>Existing Travel Lanes</b>	0	<b>Proposed Travel Lanes</b>	2	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	<p>This planned improvement will be completed in a university setting and will require equal attention to pedestrian, ADA access, and bicycle movements along with automobile access, and parking. Safety will be a centerpiece of the project with signage, lighting, crosswalks, and other appurtenances being incorporated into the design.</p>		
<b>Safety Improvements</b>	Backplates Retro reflective, Leading Pedestrian Interval, Walkways, Separated Bike Lanes, Crosswalk Visibility Elements		<b>Freight Improvements</b>	<p>This new roadway will allow access for freight as well as passenger vehicles and pedestrians. The purpose of the roadway is to create access and utilities that allow for new research facilities on campus. The new facilities will require freight access in order to function. The proposed design will consider this in the final layout.</p>	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	<p>The proposed improvement includes a multiuse path, sidewalks, parking, street access, bicycle access, and ADA accommodations. The project also offers a critical component of connecting to a pedestrian bridge that is being funded in parallel.</p>	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail, sidewalk, striped bike lane
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	

<b>Project Score</b>	118	<b>Sponsors history of advancing projects in a timely manner</b>	There have been significant delays with 2 of 3 existing MPO dedicated projects.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	This project focuses on access creating multi-modal access to the planned research park at the University of Louisville. The project includes a connector roadway, and pathway between 3rd Street and South Brook Street and connects to a separate project that includes a pedestrian bridge. The project allows the community and students of the University to have access to campus and this new development.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2023	\$	6,000,000
			<b>Total</b>	\$	6,000,000

<b>Project Name</b>	University of Louisville Research Park Pedestrian Bridge		<b>Sponsor Agency</b>	University of Louisville Real Estate Foundation	
<b>Description</b>	The University of Louisville is constructing a research park just south of the JB Speed Engineering School. The new park will allow for improved access to students and the community around the school and proposed park. In order to facilitate the improved access, a pedestrian bridge will need to be constructed. The new pedestrian bridge will be located over the railroad between Speed School and the research park approximately midway between 3rd Street and Brook Street. This bridge will allow for multiple forms of access over the railroad that separates the campus from the proposed research park and the community. The project has an estimate cost of \$5 million.		<b>Justification</b>	The University of Louisville is constructing a research park just south of the JB Speed Engineering School. The new park will allow for improved access to students and the community around the school and proposed park. In order to facilitate the improved access, a pedestrian bridge will need to be constructed. This bridge will allow for multiple forms of access over the railroad that separates the campus from the proposed research park and the community. The project has an estimate cost of \$5 million.	
<b>County</b>	Jefferson	<b>Total Project Cost</b>	\$5,000,000.00	<b>Open to Public Date</b>	2024
<b>KIPDA ID</b>	NEW	<b>State ID/DES</b>	TBD	<b>Primary Project Type</b>	Bicycle Pedestrian
<b>Existing Travel Lanes</b>	N/A	<b>Proposed Travel Lanes</b>	N/A	<b>Turn Lanes Proposed</b>	N/A
<b>Located in EJ Area</b>	Yes	<b>Equity</b>	Equity and access are the primary reasons for this project. In order to connect students and the community to the planned research park at the University of Louisville, a pedestrian bridge with ADA, pedestrian, bicycle and community access is necessary. The bridge will connect campus directly to the planned improvements.		
<b>Safety Improvements</b>	Walkways, Separated bike lanes		<b>Freight Improvements</b>	No information	
<b>Complete Streets Improvements</b>	Yes	<b>Complete Streets Accommodations</b>	Specifically, pedestrians cannot currently cross the railroad tracks south of the JB Speed School without walking over to 3rd Street and crossing the rail at the viaduct under the railroad. The viaduct floods during significant storm events and is not a reliable pathway for pedestrians. Students and individuals from the community can also access campus via the South Brook Street connector. (more details found in the MPO dedicated funding application)	<b>Multimodal Components / Infrastructure Types / Transit Project Type</b>	Shared use path, trail, sidewalk
<b>Complete Streets Exemption(s)</b>	N/A		<b>Justification for Complete Streets Exemption(s)</b>	N/A	

<b>Project Score</b>	115	<b>Sponsors history of advancing projects in a timely manner</b>	There have been significant delays with 2 of 3 existing MPO dedicated projects.	<b>Willing to provide more than the required local match?</b>	Yes
<b>Program Eligibility (list of eligible programs)</b>	STBG		<b>Justification for Program Eligibility</b>	This project will allow for student and community access to campus and the proposed research park via a new pedestrian bridge and associated walkways, path's and roadways. This project fits the multi-modal model for project development and allows for consideration of pedestrian enhancements at many levels.	
<b>Federal Funding Requested</b>	<b>Phase</b>		<b>Fiscal Year</b>	<b>Funding</b>	
	Construction		2023	\$	4,000,000
	<b>Total</b>			\$	4,000,000