



K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 7

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

TPC Approval Scheduled for
September 26, 2024





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



**FY 2023-2026 Transportation Improvement Program
&
Connecting Kentuckiana 2050 Metropolitan Transportation Plan**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP)

Changes have been proposed to the TIP and MTP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

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

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

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

**TIP and MTP Amendment, KIPDA
11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the virtual open house on September 17th from 5:00 to 6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual portion of the public meeting can be found at: <https://kipdatransportation.org/amendment7/>

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

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AMENDMENT 7 SCHEDULE

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

WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

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

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

KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	July 19, 2024
KIPDA staff completes project review	August 2, 2024
Air quality conformity activities	August 4, 2024- August 27, 2024
Interagency Consultation Group (IAC) Coordination	August 13, 2024
Public comment period	September 4, 2024- September 18, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	September 11, 2024
Comments sent to the Transportation Policy Committee (TPC)	September 19, 2024
TPC Action	September 26, 2024

ADDITIONAL INFORMATION

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

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

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



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

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Non-exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2847	State ID:	1900366
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	US 150 at Old Vincennes Road	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,138,689 \$3,680,347		Total Cost Programmed in TIP to date:	\$748,999 \$3,334,857	
Description:	Intersection Improvement with added turn lanes at intersection of US 150 and Old Vincennes Road, 0.5 miles west of I-64.				
Justification:	To allow for gaps for vehicles turning from Old Vincennes Road to US 150 and from eastbound US 150 to Old Vincennes Road in such a manner that traffic on US 150 does not significantly queue.				
FY 23-26 TIP Funding:	FY 2023 Right of Way (ROW) phase with STBG-ST funds: \$16,000 (Federal) + \$4,000 (Other) = \$20,000 (Total) FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$20,168 (Federal) + \$5,042 (Other) = \$25,210 (Total) FY 2025 Preliminary Engineering (PE) phase with HSIP-ST funds: \$39,780 (Federal) + \$4,420 (Other) = \$44,200 (Total) FY 2025 Utilities (U) phase with STBG-ST funds: \$17,600 (Federal) + \$4,400 (Other) = \$22,000 (Total) FY 2025 Construction (CN) phase with NHPP funds: \$510,071 (Federal) + \$127,518 (Other) = \$637,589 (Total) FY 2025 Construction (CN) phase with NHPP funds: \$2,578,758 (Federal) + \$644,690 (Other) = \$3,223,447 (Total)				
MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and add phases				
Exempt/Non Exempt:	Non-exempt		Model Impact:	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public Date:	2027 2030
Total Estimated Project Cost:	\$170,683,885 \$228,772,435		Total Cost Programmed in TIP to date:	\$160,085,687 \$228,772,435	
Description:	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Justification:	To improve traffic congestion and accessibility.				

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

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Non-exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3234	State ID:	5-8102.20
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 on and off ramps on Arthur Street	Funding Source:	Bridge Investment Program (BIP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$3,600,000		Total Cost Programmed in TIP to date:	\$3,600,000 \$0	
Description:	Reconfigure Arthur Street ramps on and off I-65 BMP 133.3 EMP 133.8				
Justification:	To increase safety by reducing conflict points by separating local and ramp traffic, and by increasing merge lengths from Magnolia and University on-ramps.				
FY 23-26 TIP Funding:	FY 2024 Design phase with BIP funds: \$280,000 (Federal) + \$70,000 (Other) = \$350,000 (Total) FY 2024 Utilities phase with BIP funds: \$320,000 (Federal) + \$80,000 (Other) = \$400,000 (Total) FY 2024 ROW with BIP funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total) FY 2024 Construction with BIP funds: \$2,160,000 (Federal) + \$540,000 (Other) = \$2,700,000 (Total)				
MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3235	State ID:	5-8102.3
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 Crittenden Dr On-Ramp	Funding Source:	Bridge Investment Program (BIP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$475,000		Total Cost Programmed in TIP to date:	475000 \$0	
Description:	Lengthen/widen ramp from Crittenden Dr to I-65 northbound BMP 132.3 To EMP 132.5				
Justification:	To improve safety and traffic flow with longer acceleration lane				
FY 23-26 TIP Funding:	FY 2024 Design phase with BIP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total) FY 2024 Construction phase with BIP funds: \$300,000 (Federal) + \$75,000 (Other) = \$375,000 (Total)				

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

MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3238	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65 St. Catherine St On-Ramp	Funding Source:	Bridge Investment Program (BIP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$1,540,000		Total Cost Programmed in TIP to date:	1540000 \$0	
Description:	Extend I-65 northbound on-ramp from St Catherine Street to have longer acceleration/merge area. BMP 134.7 to EMP 134.9				
Justification:	To improve safety.				
FY 23-26 TIP Funding:	FY 2024 Design phase with BIP funds: \$112,000 (Federal) + \$28,000 (Other) = \$140,000 (Total) FY 2024 Construction phase with BIP funds: \$1,120,000 (Federal) + \$280,000 (Other) = \$1,400,000 (Total)				
MTP Action:	None				
TIP Action:	Remove TIP funding				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	3239	State ID:	
County:	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	KY 61 Preston St	Funding Source:	Bridge Investment Program (BIP)	Open to Public Date:	2026
Total Estimated Project Cost:	\$42,000		Total Cost Programmed in TIP to date:	\$42,000 \$0	
Description:	Re-stripe Preston Street (BMP 10.895 to EMP 10.955) at I-65 northbound on-ramp.				
Justification:	To reduce driver confusion by visually defining movements and to improve pedestrian safety.				
FY 23-26 TIP Funding:	FY 2024 Design phase with BIP funds: \$9,600 (Federal) + \$2,400 (Other) = \$12,000 (Total) FY 2024 Construction phase with BIP funds: \$24,000 (Federal) + \$6,000 (Other) = \$30,000 (Total)				

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

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

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

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

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

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



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Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 7

FY 2023-2026 Transportation Improvement Program- Amendment 7

Interagency Consultation Group Conference Call Meeting Minutes

August 13, 2024

1:00 PM EDT

Participants:

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

Welcome/Roll Call:

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

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Project Discussion:

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

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

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

Schedule Discussion:

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

Other Discussion

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



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

Meeting adjourned at 1:55pm.

Addendum: Information related to Analysis Years and AQ Conformity Tests for Amendment 7

2015 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

Pollutants/Precursors of concern and related budgets

SIP base year (2019 Base Year) emissions

- i. VOCs: 13.65 tons/day or 12,383 kg/day
- ii. NOx: 33.03 tons/day or 29,964 kg/day



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SIP regional budget (2035 MVEB) emissions

- iii. VOCs: 5.51 tons/day or 4,999 kg/day
- iv. NOx: 17.18 tons/day or 15,585 kg/day

Horizon year of the *Connecting Kentuckiana 2050* Metropolitan Transportation Plan — 2050

A listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.