KIPDA
Kentuckiana Regional Planning & Development Agency

DRAFT

Amendment 6
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Amendment 15
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

Anticipated TPC Approval for November 24, 2026

Please note - Amendment 6 and 15 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.

KIPDA

AMENDMENT SCHEDULE

Amendment 6 to the *Fiscal Year (FY) 2025 - 2028 Transportation Improvement Program* (TIP) Amendment 15 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* (MTP)

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	September 30,2026
KIPDA staff completes project review	October 7, 2026
Air quality conformity activities	October 8, 2026 - November 1, 2026
Interagency Consultation Group (IAC) Coordination	October 20, 2026
Public comment period	November 2, 2026 - November 16, 2026
Comments sent to the Transportation Policy Committee (TPC)	November 17, 2026
Transportation Technical Coordinating Committee (TTCC) Recommendation	November 4, 2026
TPC Action	November 24, 2026

ADDITIONAL INFORMATION

Amendment 6 to the TIP and Amendment 15 to the MTP are identical lists of project updates. TIP amendment numbering restarted with the adoption of the FY25-FY28 TIP. MTP amendment numbering will continue until a new MTP is adopted.

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 OTP				
TIP Action:	None				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2027 and 2030 scenarios	
Project Sponsor:	Charlestown	**KIPDA ID:**	2747	**State ID:**	
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Clark Road Extension	**Funding Source:**		**Open to Public (OTP) Date:**	~~2025~~ 2032
Total Estimated Project Cost:	$5,000,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Reconstruct and extend portion(s) of Clark Road located in the City of Charlestown. The project consists of uniformly widening approximately 0.6 miles of existing road to two 12 foot wide lanes. Existing sidewalks will be improved, and new sidewalks will be constructed along both sides of the road. These sidewalks will be 5 feet in width and ADA compliant. Clark Road will be extended by constructing a new two lane road with a 12 foot lane width for approximately 0.6 mile. The extension will terminate at a future arterial road that will connect Highways 403 and 62.				
Justification:	Residential development within the city is expanding rapidly. This project will provide motorists and pedestrians safe and reliable access to the "western" corridor of the city. The collector road will provide motorist and pedestrians an alternative route to reduce congestion within Highways 3, 403 and 62.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Clark County	**KIPDA ID:**	3179	**State ID:**	
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Memphis Truck Stop	**Funding Source:**		**Open to Public (OTP) Date:**	~~2027~~ 2031
Total Estimated Project Cost:	$2,850,609		**Total Cost Programmed in TIP to date:**	$0	
Description:	~~Truck stop entrance along Memphis Blue Lick is very confusing and difficult to maneuver. Improvements and entrance restrictions are planned to improve safety and provide safe access to trucks and vehicular traffic.~~ Truck and vehicular traffic at the Memphis Truck Stop has increased dramatically over the past few years. A third truck stop has been added to the intersection and residential developments in the area have also contributed to the additional traffic problems. A designated truck entrance and separate vehicular entrance is planned at the Loves site to help reduce the confusion and provide specific truck entrance only entrance.				
Justification:	~~Truck and vehicular traffic at the Memphis Truck Stop has increased dramatically over the past few years. A third truck stop has been added to the intersection and residential developments in the area have also contributed to the additional traffic problems. A designated truck entrance and separate vehicular entrance is planned at the Loves site to help reduce the confusion and provide specific truck entrance only entrance.~~ Truck stop entrance along Memphis Blue Lick is very confusing and difficult to maneuver. Improvements and entrance restrictions are planned to improve safety and provide safe access to trucks and vehicular traffic.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update OTP				
TIP Action:	Update OTP				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	Remove from 2030 scenario	
Project Sponsor:	Clark County	**KIPDA ID:**	3364	**DES:**	2401840
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	CR-311 and Sellersburg Improvements	**Funding Source:**	Congestion Mitigation Air Quality - MPO (CMAQ-MPO)	**Open to Public (OTP) Date:**	~~2030~~ 2033
Total Estimated Project Cost:	$14,628,416		**Total Cost Programmed in TIP to date:**	$3,780,324	
Description:	Corridor improvements will extend along CR-311 from SR-60 to US-31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area				
Justification:	KIPDA Funded Corridor study recommended a center left turn lane for the CR-311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with Group III Funds: $600,000 (Federal) + $150,000 (Other) = $750,000 (Total) FY 2026 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: $142,733 (Federal) + $35,683 (Other) = $178,416 (Total) FY 2027 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: $836,642 (Federal) + $278,192 (Other) = $1,114,834 (Total) FY 2028 Right of Way (ROW) phase with CMAQ-MPO Funds: $500,000 (Federal) + $100,000 (Other) = $600,000 (Total) *FY 2029 Right of Way (ROW) phase with CMAQ-MPO Funds: $500,000 (Federal) + $100,000 (Other) = $600,000 (Total) *FY 2030 Utilities (U) phase with CMAQ-MPO Funds: $500,000 (Federal) + $100,000 (Other) = $600,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Remove project				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2030, 2035, 2040, and 2050 scenarios	
Project Sponsor:	Clark County	**KIPDA ID:**	3066	**State ID:**	
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	CR 403 Widening	**Funding Source:**		**Open to Public (OTP) Date:**	2028
Total Estimated Project Cost:	$18,500,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Widen CR 403 from Greenleaf Road to Gospel Road from two to four lanes with left turn lanes and considerations for dedicated bike lanes.				
Justification:	Traffic along CR 403 continues to escalate. Speeds are continuing to increase as well. Clark County has implemented some traffic control alternatives at various intersection points and are trying to stay ahead of the problems that are created with the growth occurring along the CR 403 Corridor. Demand for alternative modes of transportation are also increasing. The County must continue to plan for future growth and increased traffic demands.				
FY 25-28 TIP Funding:	N/A				
MTP Action:	Remove project. See KIPDA ID 3177 for improvements to this region				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Clark County	**KIPDA ID:**	3065	**State ID:**	
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Charlestown-Jeffersonville Pike Improvements	**Funding Source:**		**Open to Public (OTP) Date:**	2025
Total Estimated Project Cost:	$4,075,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Repave and widen the existing travel lanes from 8 to 10 feet on Charlestown-Jeffersonville Pike lanes from Highway 62 to the Salem-Noble Road. Paved shoulders will be provided and right of way for the future development of sidewalks will be secured. Intersection improvements at Highway 62 and Salem-Noble Road will be reviewed.				
Justification:	Improving the Charlestown-Jeffersonville Pike corridor will assist in moving traffic from Highway 62 into Jeffersonville and take some of the traffic congestion off of Highway 62/Tenth Street.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update scope and funding. Remove DES. See also KIPDA ID 3065				
TIP Action:	Update scope and funding. Remove DES. See also KIPDA ID 3065				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Clark County	**KIPDA ID:**	3177	**State ID:**	~~2301301~~
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Jeffersonville-Charlestown Pike Improvements	**Funding Source:**	~~Carbon Reduction Program - MPO (CRP-MPO)~~ Local	**Open to Public (OTP) Date:**	2028
Total Estimated Project Cost:	~~$5,081,250~~ $2,984,375		**Total Cost Programmed in TIP to date:**	~~$5,081,250~~ $2,984,375	
Description:	The Jeffersonville-Charlestown Pike project begins at the intersection of Jeffersonville-Charlestown Pike and Salem Noble Road and extend 0.8 miles to the intersection with Highway 62. The project will extend the Jeffersonville Project that begins at Utica-Sellersburg Road and extends to Salem-Noble Road. Project includes pavement and drainage improvements where necessary. 24 foot widening curb and gutter as needed from Salem Noble Road to Hwy 62. ~~The improvements planned include an increased shoulder for bike traffic and an area for sidewalks to be added by developers or property owners fronting the project. Improved traffic flow and alternative means of travel will be offered and will help improve emissions. The multiuse path is being added to protect and help provide alternatives for local residents.~~				
Justification:	The project is an extension of the Jeffersonville project to improve Jeffersonville-Charlestown Pike from Utica-Sellersburg Road ultimately to Highway 62. This improved road will provide an alternative to Highway 62 for local residents. ~~The multi-use path will provide safe alternatives for residents in the area.~~				
FY 25-28 TIP Funding:	~~FY 2027 Right of Way (ROW) phase with TA-MPO Funds: $765,000 (Federal) + $191,250 (Other) = $956,250 (Total)~~ ~~FY 2028 Construction (CN) phase with CRP-MPO Funds: $3,300,000 (Federal) + $825,000 (Other) = $4,125,000 (Total)~~ FY26 Construction (CN) phase with Local Funds: $0 (Federal) + $2,984,375 (Other) = $2,984,375 (Total)				

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	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:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	~~$5,000,000~~ $8,000,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	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.				
Justification:	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Origin 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.				
FY 25-28 TIP Funding:	~~FY25 Preliminary Engineering phase with STBG-MPO funds:~~ ~~$323,000 (Federal) + $80,750 (Other) = $403,750 (Total)~~ ~~FY27 Right of Way phase with STBG-MPO funds:~~ ~~$80,000 (Federal) + $20,000 (Other) = $100,000 (Total)~~ ~~*FY29 Construction phase with STBG-MPO funds:~~ ~~$3,597,000 (Federal) + $899,250 (Other) = $4,496,250 (Total)~~				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add existing group project to the MTP and remove from group category				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	INDOT	**KIPDA ID:**	2487	**State ID:**	1700111
County:	Clark	**Parent ID:**	N/A	**Group ID:**	~~2676~~
Project Name:	US 31	**Funding Source:**	Surface Transportation Block Grant - State (STBG-ST)	**Open to Public (OTP) Date:**	~~2025~~ 2027
Total Estimated Project Cost:	~~$14,244,633~~ $19,649,481		**Total Cost Programmed in TIP to date:**	~~$14,244,633~~ $16,725,624	
Description:	Pavement replacement on US 31, 1.53 miles north of IN 60 (Foothill Road) to 3.28 miles north of IN 60.				
Justification:	Pavement replacement.				
FY 25-28 TIP Funding:	~~FY 2025 Construction (CN) phase with STBG-State funds:~~ ~~$10,155,284 (Federal) + $2,538,821 (Other) = $12,694,105 (Total)~~ FY 2025 Construction (CN) phase with STBG-State funds: $11,091,501 (Federal) + $2,772,876 (Other) = $13,864,377 (Total) FY 2025 Utilities (U) phase with STBG-State funds: $20,000 (Federal) + $5,000 (Other) = $250,000 (Total) FY 2026 Railroad (R) phase with STBG-State funds: $56,423 (Federal) + $14,105 (Other) = $70,528 (Total) FY 2026 Right of Way (ROW) phase with STBG-State funds: $412,153 (Federal) + $103,038 (Other) = $515,191 (Total) FY 2027 Construction (CE) phase with STBG-State funds: $380,000 (Federal) + $95,000 (Other) = $475,000 (Total)				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2027 and 2030 scenarios	
Project Sponsor:	Bullitt County	**KIPDA ID:**	3103	**State ID:**	
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bullitt County I-65 Arterial Relief and Development Corridor	**Funding Source:**		**Open to Public (OTP) Date:**	~~2026~~ 2031
Total Estimated Project Cost:	$19,300,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	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 I-65 as relief in case of accidents or limited access on I-65. 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.				
Justification:	While the land has been zoned and annexed, access to Ohm Drive and I-65 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 I-65, this roadway will allow for increased traffic to bypass alternative paths if I-65 is backed up with accidents or traffic.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3112	**State ID:**	5-10065.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Bridge at US 60A (Eastern Parkway)	**Funding Source:**	Bridge Replacement - On System (BRO)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	~~$26,774,000~~ $40,918,303		**Total Cost Programmed in TIP to date:**	~~$26,774,000~~ $40,918,303	
Description:	Bridge project in Jefferson County on (056B00180N) I-65 at US 60A (Eastern Parkway) (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	~~FY 2027 Design (D) phase with BRO funds:~~ ~~$1,947,200 (Federal) + $486,800 (Other) = $2,434,000 (Total)~~ ~~FY 2028 Construction (C) phase with BRO funds:~~ ~~$19,472,000 (Federal) + $4,868,000 (Other) = $24,340,000 (Total)~~ FY 2028 Design (D) phase with BRO funds: $4,272,000 (Federal) + $1,068,000 (Other) = $5,340,000 (Total) FY 2028 Construction (C) phase with BRO funds: $20,412,476 (Federal) + $5,103,119 (Other) = $25,515,595 (Total) FY 2028 Construction (C) phase with FBP funds: $8,050,166 (Federal) + $2,012,542 (Other) = $10,062,708 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3115	**State ID:**	5-10068.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Bridge at Jacob, Broadway, Gray St	**Funding Source:**	Federal Bridge Program (FBP)	**Open to Public (OTP) Date:**	~~2028~~ 2029
Total Estimated Project Cost:	~~$76,760,000~~ $115,845,412		**Total Cost Programmed in TIP to date:**	~~$76,760,000~~ $115,845,412	
Description:	Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray St (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	FY 2027 Design (D) phase with FBP funds: $8,489,600 (Federal) + $2,122,400 (Other) = $10,612,000 (Total) ~~FY 2026 Right of Way (ROW) phase with FBP funds:~~ ~~$408,000 (Federal) + $102,000 (Other) = $510,000 (Total)~~ ~~FY 2026 Right of Way (ROW) phase with BRO funds:~~ ~~$1,600,000 (Federal) + $400,000 (Other) = $2,000,000 (Total)~~ ~~FY 2026 Utilities (U) phase with FBP funds:~~ ~~$200,000 (Federal) + $50,000 (Other) = $250,000 (Total)~~ ~~FY 2027 Construction (C) phase with FBP funds:~~ ~~$59,200,000 (Federal) + $14,800,000 (Other) = $74,000,000 (Total)~~ FY 2027 Construction (C) phase with BRO funds: $42,093,365 (Federal) + $10,523,341 (Other) = $52,616,706 (Total) FY 2028 Construction (C) phase with BRO funds: $42,093,365 (Federal) + $10,523,341 (Other) = $52,616,706 (Total)				

MTP Action:	Update Total Estimated Project Cost				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3117	**State ID:**	5-10069.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-65 Bridge at E Chestnut St	**Funding Source:**	Bridge Replacement - On System (BRO)	**Open to Public (OTP) Date:**	~~2030~~ 2029
Total Estimated Project Cost:	~~$39,350,000~~ $6,284,405		**Total Cost Programmed in TIP to date:**	~~$39,350,000~~ $6,284,405	
Description:	Bridge project in Jefferson County on (056B00192N) I-65 at E Chestnut St (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	~~FY 2028 Design (D) phase with FBP funds:~~ ~~$1,430,400 (Federal) + $357,600 (Other) = $1,788,000 (Total)~~ ~~FY 2028 Design (D) phase with BRO funds:~~ ~~$1,430,400 (Federal) + $357,600 (Other) = $1,788,000 (Total)~~ ~~FY 2028 Construction (C) phase with BRO funds:~~ ~~$14,309,600 (Federal) + $3,577,400 (Other) = $17,887,000 (Total)~~ ~~FY 2028 Construction (C) phase with FBP funds:~~ ~~$14,309,600 (Federal) + $3,577,400 (Other) = $17,887,000 (Total)~~ FY 2028 Design (D) phase with BRO funds: $655,764 (Federal) + $163,941 (Other) = $819,705 (Total) FY 2028 Construction (C) phase with BRO funds: $4,371,760 (Federal) + $1,092,940 (Other) = $5,464,700 (Total)				

MTP Action:	Add existing project to MTP and remove group ID				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3211	**State ID:**	5-10104.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	~~2675~~
Project Name:	I-65 Bridge at Brandeis Avenue	**Funding Source:**	Federal Bridge Program (FBP)	**Open to Public (OTP) Date:**	~~2026~~ 2031
Total Estimated Project Cost:	~~$5,725,000~~ $17,993,462		**Total Cost Programmed in TIP to date:**	~~$5,725,000~~ $17,993,462	
Description:	Bridge project in Jefferson County on (056B00182N) I-65 at Brandeis Avenue (Potential CMGC Delivery Project).				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	~~FY 2024 Right of Way phase with BRO funds:~~ ~~$40,000 (Federal) + $10,000 (Other) = $50,000 (Total)~~ ~~FY 2024 Utilities phase with BRO funds:~~ ~~$60,000 (Federal) + $15,000 (Other) = $75,000 (Total)~~ ~~FY 2024 Construction phase with BRO funds:~~ ~~$4,480,000 (Federal) + $1,120,000 (Other) = $5,600,000 (Total)~~ FY 2028 Design (D) phase with FBP funds: $1,864,535 (Federal) + $466,134 (Other) = $2,330,669 (Total) FY 2028 Right of Way (ROW) phase with FBP funds: $40,000 (Federal) + $10,000 (Other) = $50,000 (Total) FY 2028 Utilities (U) phase with FBP funds: $60,000 (Federal) + $15,000 (Other) = $75,000 (Total) *FY 2029 Construction (C) phase with FBP funds: $12,430,234 (Federal) + $3,107,559 (Other) = $15,537,793 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add existing project to MTP and remove group ID				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3212	**State ID:**	5-10105.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	2675
Project Name:	I-65 Bridge at University Boulevard	**Funding Source:**	Federal Bridge Program (FBP)	**Open to Public (OTP) Date:**	~~2026~~ 2031
Total Estimated Project Cost:	~~$5,425,000~~ $20,122,472		**Total Cost Programmed in TIP to date:**	~~$5,425,000~~ $20,122,472	
Description:	Bridge project in Jefferson County in (056B00181N) I-65 at University Boulevard (Potential CMGC Delivery Project).				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	~~FY 2024 Right of Way phase with BRO funds:~~ ~~$40,000 (Federal) + $10,000 (Other) = $50,000 (Total)~~ ~~FY 2024 Utilities phase with BRO funds:~~ ~~$60,000 (Federal) + $15,000 (Other) = $75,000 (Total)~~ ~~FY 2024 Construction phase with BRO funds:~~ ~~$4,240,000 (Federal) + $1,060,000 (Other) = $5,300,000 (Total)~~ FY 2028 Design (D) phase with FBP funds: $2,099,736 (Federal) + $524,934 (Other) = $2,624,670 (Total) *FY 2029 Construction (C) phase with FBP funds: $13,998,242 (Federal) + $3,499,560 (Other) = $17,497,802 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add existing project to MTP and remove group ID				
TIP Action:	Update TIP funding and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3213	**State ID:**	5-10106.00
County	Jefferson	**Parent ID:**	N/A	**Group ID:**	~~2675~~
Project Name:	I-65 Bridge at Bradley Ave	**Funding Source:**	Federal Bridge Program (FBP)	**Open to Public (OTP) Date:**	~~2026~~ 2028
Total Estimated Project Cost:	~~$6,625,000~~ $14,287,927		**Total Cost Programmed in TIP to date:**	~~$6,625,000~~ $14,287,927	
Description:	Bridge project in Jefferson County on (056B00212N) I-65 at Bradley Ave (Potential CMGC Delivery Project)				
Justification:	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
FY 25-28 TIP Funding:	~~FY 2024 Right of Way phase with BRO funds:~~ ~~$40,000 (Federal) + $10,000 (Other) = $50,000 (Total)~~ ~~FY 2024 Utilities phase with BRO funds:~~ ~~$60,000 (Federal) + $15,000 (Other) = $75,000 (Total)~~ ~~FY 2024 Construction phase with BRO funds:~~ ~~$5,200,000 (Federal) + $1,300,000 (Other) = $6,500,000 (Total)~~ FY 2027 Construction phase with FBP funds: $11,430,342 (Federal) + $2,857,585 (Other) = $14,287,927 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update total estimated project cost, OTP, State ID and description				
TIP Action:	Update TIP funding				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove reconfiguration from 2027, 2030, 2035, 2040, and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3459	**State ID:**	~~Z various 99-65.22~~ ~~5-10165~~ 5-10115.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 31 Clark Memorial Bridge	**Funding Source:**	Federal Bridge Program (FBP)	**Open to Public (OTP) Date:**	~~2027~~ 2031
Total Estimated Project Cost:	~~$8,000,000~~ $41,596,500		**Total Cost Programmed in TIP to date:**	~~$8,000,000~~ $41,596,500	
Description:	~~Repairs and reconfiguration of Clark Memorial Bridge over the Ohio River (Joint Project with Indiana). Project includes a reduction of travel lanes from 4 lanes (2NB and 2SB) to 3 lanes (1SB and 2NB).~~ Address deficiences of bridge on US 31 over Ohio River (056B00136N)				
Justification:	To maintain bridge in state of good repair				
FY 25-28 TIP Funding:	~~FY 2026 Construction phase with Bridge funds:~~ ~~$6,400,000 (Federal) + $1,600,000 (Other) = $8,000,000 (Total)~~ FY 2026 Design (D) phase with FBP funds: $840,000 (Federal) + $210,000 (Other) = $1,050,000 (Total) FY 2026 Construction (C) phase with FBP funds: $5,600,000 (Federal) + $1,400,000 (Other) = $7,000,000 (Total) FY 2029 Construction (C) phase with FBP funds: $26,837,200 (Federal) + $6,709,300 (Other) = $33,546,500 (Total)				

MTP Action:	N/A				
TIP Action:	Phase shift				
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 - Herr Lane from Prince Valiant/Westmar Terr to Bedford Ln	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2028~~ 2030
Total Estimated Project Cost:	~~$3,359,000~~ $7,845,000		**Total Cost Programmed in TIP to date:**	~~$3,359,000~~ $7,845,000	
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. 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.				
KIPDA ID 3069 continued on the next page					

	~~FY 2026 Right of Way (ROW) Phase with STBG-MPO funds:~~ ~~$44,000 (Federal) + $11,000 (Other) = $55,000 (Total)~~ ~~FY 2026 Right of Way (ROW) with SPP funds:~~ ~~$0 (Federal) + $55,000 (Other) = $55,000 (Total)~~ ~~FY 2026 Utilities (U) Phase with STBG-MPO funds:~~ ~~$128,000 (Federal) + $32,000 (Other) = $160,000 (Total)~~ ~~FY 2026 Utilities (U) with SPP funds:~~ ~~$0 (Federal) + $160,000 (Other) = $160,000 (Total)~~ ~~FY 2027 Construction (C) Phase with STBG-MPO funds:~~ ~~$1,728,000 (Federal) + $432,000 (Other) = $2,160,000 (Total)~~
KIPDA ID 3069 **FY 25-28 TIP Funding:**	FY 2027 Right of Way (ROW) Phase with STBG-MPO funds: $44,000 (Federal) + $11,000 (Other) = $55,000 (Total) FY 2027 Right of Way (ROW) with SPP funds: $0 (Federal) + $580,000 (Other) = $580,000 (Total) FY 2028 Utilities (U) Phase with STBG-MPO funds: $128,000 (Federal) + $32,000 (Other) = $160,000 (Total) *FY 2029 Utilities (U) with SPP funds: $0 (Federal) + $2,030,000 (Other) = $2,030,000 (Total) FY 2028 Construction (C) Phase with STBG-MPO funds: $1,728,000 (Federal) + $432,000 (Other) = $2,160,000 (Total) *FY 2030 Construction (C) Phase with SPP funds: $0 (Federal) + $2,860,000 (Other) = $2,860,000 (Total)
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years	

MTP Action:	Update Open to Public Year				
TIP Action:	Update Open to Public Year				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	Remove from 2030 Scenario	
Project Sponsor:	Oldham County	**KIPDA ID:**	414	**State ID:**	5-203.00
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 22	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2030~~ 2033
Total Estimated Project Cost:	$12,140,000		**Total Cost Programmed in TIP to date:**	$281,250	
Description:	Improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. Includes consideration of a three lane widening and bike/ped accommodations.				
Justification:	The purpose of this project is to improve safety and reduce congestion on KY 22 from Haunz Lane to KY 329. This project is needed because the crash rate is high (particularly at the end of the project near KY 329), multiple roadway deficiencies exist, and projected growth results in inadequate capacity on KY 22 from Haunz Lane to KY 329. Roadway deficiencies include horizontal curves and numerous vertical curves. Continued development in the area along this corridor will contribute to congestion issues in the future.				
FY 25-28 TIP Funding:	None				

MTP Action:	Update Open to Public Year				
TIP Action:	Update Open to Public Year				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	Remove from 2030 Scenario	
Project Sponsor:	Oldham County	**KIPDA ID:**	2614	**State ID:**	
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Commerce Parkway Widening	**Funding Source:**	Local	**Open to Public (OTP) Date:**	~~2029~~ 2033
Total Estimated Project Cost:	$21,720,000		**Total Cost Programmed in TIP to date:**	$21,720,000	
Description:	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.				
Justification:	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.				
FY 25-28 TIP Funding:	FY 2025 Right of Way (ROW) phase with Local funds: $0 (Federal) + $350,000 (Other) = $350,000 (Total) FY 2026 Utilities (U) phase with Local funds: $0 (Federal) + $1,500,000 (Other) = $1,500,000 (Total) FY 2027 Construction (C) phase with Local funds: $0 (Federal) + $18,220,000 (Other) = $18,220,000 (Total)				

MTP Action:	Update OTP				
TIP Action:	N/A				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Remove from 2030 Scenario	
Project Sponsor:	Oldham County	**KIPDA ID:**	1188	**State ID:**	
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Luther Luckett Collector	**Funding Source:**		**Open to Public (OTP) Date:**	~~2030~~ 2033
Total Estimated Project Cost:	$1,500,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Construct new 2 lane road along Corrections Department Property from the main entrance of the KY State Reformatory at KY 146 to Dawkins Road. The road will have restricted access for public safety and the lanes will be 12' wide.				
Justification:	The road will allow restricted access to the prison for transport of prisoners, staff, and trucks for supplies, maintenance, etc. This need is reduce congestion at the existing entrance and to provide a second entrance to the facility.				
FY 25-28 TIP Funding:	N/A				

MTP Action:	N/A				
TIP Action:	Phase shift, update OTP and Total Estimated Project Cost				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Oldham County	**KIPDA ID:**	2981	**State ID:**	5-589.00
County:	Oldham	**Parent ID:**	327	**Group ID:**	N/A
Project Name:	Mattingly/Old LaGrange Road Trail	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public Date:**	~~2029~~ 2030
Total Estimated Project Cost:	~~$1,250,000~~ $2,865,000		**Total Cost Programmed in TIP to date:**	$1,250,000	
Description:	A new section of 10' wide shared use path was constructed with the Commerce Parkway Extension project which terminates on Mattingly Road. This project will continue the 10' shared use path along Mattingly Road and then south towards I-71 along Old LaGrange Road to the existing pedestrian bridge over I-71 at Exit 18. It will also extend north from the intersection with Mattingly Road along Old LaGrange Road to the intersection with KY 146.				
Justification:	This trail will provide the needed connection to the existing pedestrian bridge over I-71 and move forward Oldham County's overall greenways plan to connect from LaGrange to Jefferson County. Currently there are no facilities on Mattingly or Old LaGrange Road separating vehicular traffic from pedestrians and cyclists.				
FY 25-28 TIP Funding:	~~FY26 Right of Way (ROW) phase with STBG-MPO funds:~~ ~~$139,000 (Federal) + $34,750 (Other) = $173,750 (Total)~~ ~~FY27 Utilitites (U) phase with STBG-MPO funds:~~ ~~$139,000 (Federal) + $34,750 (Other) = $173,750 (Total)~~ ~~FY28 Construction (CN) phase with STBG-MPO funds:~~ ~~$500,000 (Federal) + $125,000 (Other) = $625,000 (Total)~~ FY27 Right of Way (ROW) phase with STBG-MPO funds: $139,000 (Federal) + $34,750 (Other) = $173,750 (Total) FY29 Utilitites (U) phase with STBG-MPO funds: $139,000 (Federal) + $34,750 (Other) = $173,750 (Total) FY29 Construction (CN) phase with STBG-MPO funds: $500,000 (Federal) + $125,000 (Other) = $625,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update project name and description				
TIP Action:	Update project name and description				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	3129	**Transit ALI:**	N/A
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bus Stop Improvements ~~at Transit Node~~ serving Eastern Parkway and Preston/Shelby Street	**Funding Source:**	Carbon Reduction Program - MPO (CRP-MPO)	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	$213,957		**Total Cost Programmed in TIP to date:**	$213,957	
Description:	~~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.~~ Improve pedestrian access and make bus stop improvements that will enhance public transportation amenities and improve safety and access to transit. This project will enhance the passenger experience for routes that serve 16th, 28th and 34th Streets as well as Terry Lane. Boarding pads, shelters and other pedestrian amenities will also be considered on Algonquin Pkwy, and other locations along the #20 route.				
Justification:	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.				
FY 25-28 TIP Funding:	FY 2026 Design (D) phase with STBG-MPO funds: $50,000 (Federal) + $12,500 (Other) = $62,500 (Total) FY 2026 Construction (C) phase with CRP-MPO funds: $121,165 (Federal) + $30,292 (Other) = $151,457 (Total)				

MTP Action:	Update project name and description				
TIP Action:	Update project name and description				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	3137	**Transit ALI:**	N/A
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Bus Stop and Access Improvements - Muhammad Ali and Chestnut Street Corridor	**Funding Source:**	Carbon Reduction Program - MPO (CRP-MPO)	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	$403,608		**Total Cost Programmed in TIP to date:**	$403,608	
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.~~ 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. These improvements will be added to TARC's new route #8 and areas that connect passengers along the Muhammad Ali and Chestnut Street corridor. Work may include upgraded pedestrian facilities, ADA access improvements, the construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.				
KIPDA ID 3137 continues on the next page					

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.
KIPDA ID 3137 **FY 25-28 TIP Funding:**	FY 2026 Design (D) phase with CRP-MPO funds: $100,000 (Federal) + $25,000 (Other) = $125,000 (Total) FY 2026 Construction (C) phase with CRP-MPO funds: $138,375 (Federal) + $34,594 (Other) = $172,969 (Total) FY 2026 Construction (C) phase with STBG-MPO funds: $84,512 (Federal) + $21,127 (Other) = $105,639 (Total)

AIR QUALITY CONFORMITY

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

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

Recently, the Louisville Metro Air Pollution Control District (LMAPCD) submitted an Exceptional Events demonstration to US EPA, Region 4 to support their contention that the Canadian wildfires in 2023 led to exceedances of the Ozone standard that year. US EPA, Region 4 reviewed the demonstration and has proposed to determine that the Kentucky portion of the Louisville, KY-IN area attained the 2015 Ozone standard by the Moderate attainment date. Also, LMAPCD submitted a request to US EPA, Region 4 to remove the requirement that the only Reformulated Gasoline (RFG) could be sold in the local area, and US EPA has reviewed the information submitted by LMAPCD and granted the request.

KIPDA is amending C*onnecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and the FY 2025 – FY 2028 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 1997 and 2015 8-hour ozone standards.

CONFORMITY UNDER 1997 and 2015 8-HOUR OZONE STANDARD

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs) if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a baseyear, to determine conformity. The baseyear would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. These actions were to be included in air quality plans known as State Implementation Plans (SIPs). Since the Louisville nonattainment area is a bi-state area, these sets of actions to reduce precursor emissions were to be incorporated into both the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Subsequent to the local area being designated as a nonattainment area but before the SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 8-hour ozone standard had been met. With this data in hand, the air quality agencies were each able to submit a SIP known as a redesignation request. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

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

CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*

The first step in determining conformity of *Connecting Kentuckiana 2050 was* to consult with the interagency consultation (IAC) group concerning matters not explicitly determined by the conformity rule. Conformity under 1997 and 2015 8-hour ozone standards have been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard or during the previous conformity process for *Connecting Kentuckiana 2050*.

There were two IAC meetings for this amendment. The first dealt with the projects which were included in the amendment, and the second dealt with the change in EPA's guidance in the use of the MOVES model due to the rescission on February 12, 2026, of the 2009 Greenhouse Gas Endangerment Finding.

The first IAC meeting was held as a video conference on October 20, 2026, at 10:30 AM EDT. A summary of the meeting follows.

Participants:

EPA – Tony Maietta
FHWA – Tonya Higdon
KYTC – Jayalakshmi Balaji
INDOT – Frank Baukert, Gabrielle Herin, Julie Feltner
LMAPCD – Flannery O'Neil, Matt King, Hayley Thayer
KYDAQ – Claire Oyler, Emma Moreo, Kevin Davis
IDEM – Anna Meyers
KIPDA – Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe, Randy Simon, Darian Koch, Kyle Thorne, Andy Rush

Welcome/Roll Call:

A total of twenty participants, representing eight local, state, regional, and federal agencies, participated in the IAC Conference Call for Amendment 15 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) cross listed as Amendment 6 of the *FY 2025-2028 Transportation Improvement Program* (TIP). Andy Rush started the meeting at 10:30am and took the roll. Chris Nicolas reviewed the keys steps and schedule for this amendment.

Project Discussion:

Ms. Nicolas began to review projects in Indiana. Ms. Nicolas noted that several of the projects in this amendment are MTP-only projects that need to update open to public dates for the KIPDA transportation model as a part of KIPDA's ongoing MTP update process. Jayalakshmi Balaji asked Andy Rush why Clark County's CR 403 widening project needs to be removed from the KIPDA travel model. Mr. Rush clarified that this project is no longer being pursued by Clark County, so the future model years would need to be adjusted accordingly. Ms. Nicolas continued to review projects in Indiana. After no further questions about the Indiana projects from the group, Ms. Nicolas began to review the Kentucky project changes. After no further questions about the Kentucky projects from the group, Ms. Nicolas concluded her

project review. Mr. Rush clarified how KIPDA intends to proceed with the rest of the amendment analysis. This will be the final use of MOVES4 for air quality analysis before moving on to the MOVES5 model. Tony Maietta requested to participate in Randy Simon's MOVES5 meeting. Tony Higdon also requested that EPA Region 4 representatives may also be interested in attending Mr. Simon's MOVES5 meeting, so Ms. Higdon asked Mr. Simon to invite them. Ms. Balaji also requested a meeting invitation.

(NOTE: The expected use of MOVES4 was changed after the second IAC meeting and subsequent consultation. Please see NOTE after the minutes of the second IAC meeting.)

Other Discussion:

Flannery O'Neil began to provide an update on the region's air quality designation status. This update included a summary of legal proceedings between the EPA and Kentucky attorney general's office. EPA is currently re-considering APCD's request for air quality re-designation. Ms. O'Neil stated that the region has had an excellent ozone year so far. APCD has completed some model runs using MOVES5 but has not yet attempted any MOVES6 runs. APCD is working on an updated ozone maintenance plan that will require feedback from stakeholders on the IAC and eventually public review. Mr. Simon asked for APCD's timeline for the maintenance plan completion. Ms. Flannery stated APCD hopes to be finished before the end of the year. Mr. Simon notes that the current MTP update and associated model update could influence that ozone maintenance plan analysis. KIPDA and EPA representatives committed to participate and aid APCD in their process as needed. Matt King and Mr. Rush briefly discussed appropriate air quality "budgets" for the region. Tony Maietta supported future discussion on setting budgets considering different future growth scenarios. Emma Moreo asked how the process might work if there were potentially two separate budgets--one for the Indiana portion of the region and another with the Kentucky portion of the region. She noted that SIP experts should be included for this part of the discussion. Ms. O'Neil finalized a future meeting on this update process among stakeholders.

Meeting adjourned at 11:15am.

The second IAC meeting was held as a video conference on October 21, 2026, at 3:00 PM EDT. A summary of the meeting follows.

Participants:

EPA – Sunday Govalt, Kade Donaldson, Tony Maietta, Neena Nanaballi, and Gillian Walsh-Langford

LMAPCD – Hayley Thayer
KYDAQ – Kevin Davis
KIPDA – Eronmonsele Esekhaigbe and Randy Simon

Welcome/Roll Call:

A total of 9 participants, representing four local, state, regional, and federal agencies, participated in the IAC Conference Call to discuss the change in EPA's guidance for the use of the MOVES model Amendment 15 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) cross listed as Amendment 6 of the *FY 2025-2028 Transportation Improvement Program* (TIP). Randy Simon started the meeting at 3:00pm by welcoming the participants and took the roll.

He then asked Sunday Govalt to lead the discussion concerning the recission of the 2009 Greenhouse Gas Endangerment Finding. Ms. Govalt reviewed the recission of the Endangerment Finding and then reviewed the change in EPA's guidance concerning the use of the MOVES model. That guidance indicates that EPA anticipates that the use of electrically-powered vehicles (EVs) will not increase in the future as had previously been expected. Therefore, EPA's new guidance is to limit the fraction of the vehicle fleet that are EVs to what the fraction is for the latest full year of established data.

Ms. Govalt stated that the new guidance was automatically included in MOVES6 but had to be incorporated into MOVES4 and MOVES5 using the avft tool in the MOVES software. There were a few questions from various participants concerning the "fine" points of the guidance.

Meeting adjourned at approximately 3:30pam.

(NOTE: There was some continued discussion of this topic through email (using the Reply All function) over the next few days. As a result of this discussion, KIPDA staff decided to download and use MOVES6 for the regional analysis of this amendment.)

ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the video conference consultation, but which had impacts on the analysis. Many of these issues have been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

Relationship of MTP and TIP for Conformity Purposes

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

Conclusion: The IAC members are informed of this from time to time in order to clarify that the conformity determination for the MTP also serves as the conformity determination for the TIP.

Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC. The data being used for the Indiana counties has been updated to 2022, and the data being used for the Kentucky counties has been previously updated to 2023. These data represent the most recent information available for this issue.

Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2022 for the Indiana counties and for 2023 for the Kentucky counties is now being used in developing emission estimates.

CONFORMITY OF *CONNECTING KENTUCKIANA 2050*

The MTP, *Connecting Kentuckiana 2050*, was examined to determine if it met the requirements of the conformity rule under the 1997 and 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

(1) a regional emissions (air quality) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year; and
(2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Connecting Kentuckiana 2050* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2050* involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify certain measures of travel behavior. The third

procedure was to calculate the pollutant / precursor emissions. These activities are discussed below in greater detail.

Project Review

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were "regionally significant." The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. As part of the process of developing amendment 15 of the MTP, *Connecting Kentuckiana 2050*, a group of projects had been proposed for the amendment of the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project's status relative to its being included in the regional emissions analysis. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC as described under the section entitled "CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*." (Please see above.) The projects in *Connecting Kentuckiana 2050* were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model but were not explicitly exempt. Most of these projects had been evaluated using spreadsheet methods using emission factors (rates). Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, experience had shown that the emission impacts for these projects were always small and positive (i.e., emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

Calculation of Travel-Related Information

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

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

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

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

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

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. The trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non-home-based. The set of trip rates is one of the calibration parameters of the model.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. In addition, information from a study

which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River. Friction factors and K-factors are two of the calibration parameters of the model.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study* from some time ago. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Connecting Kentuckiana 2050* utilizes transit information from previous travel demand models. The results of the 2004 TARC on-board survey had been used to factor the data in the previous transit files. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Connecting Kentuckiana 2050* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a given trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their relative impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently changed. To reflect this in the travel model

update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance (length) of the link.

Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2019. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2019 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2019 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

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

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

Calculation of Pollutant/Precursor Emissions

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

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NOx. The emission estimates for VOCs and NOx were determined using the MOVES6 emissions model. KIPDA staff produced the emissions for all of the counties in the nonattainment/ maintenance area. The methodology used in calculating these emission estimates is discussed below.

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

One of the other factors is the fuel used by the vehicles in the various counties. The fuel which is used in Clark and Floyd counties includes reduced Reid vapor pressure gasoline (RVP). Until recently, Reformulated Gasoline (RFG) was used in Jefferson County and some portions of Bullitt and Oldham counties with unregulated gasoline used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark and Floyd counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties (when RFG was required in Jefferson County) used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles

from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

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

(1) improved consistency and completeness of gasoline data provided with the new MOVES model,
(2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT), and
(3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The assumptions used in developing the emissions for Jefferson County were the same as those used in developing the ozone budgets update (for VOCs and NOx) for the recent redesignation request in 2022 with one main exception (please see (4). These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NOx emissions included:

(1) improved consistency and completeness of gasoline data provided with the new MOVES model,
(2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT),
(3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics, and
(4) the incorporation of new gasoline data to reflect that Reformulated Gasoline is no longer required to be sold in Jefferson County.

The emissions for Bullitt and Oldham counties were also developed by KIPDA staff. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. Until recently, Reformulated Gasoline (RFG) was required to be sold in certain portions (those “original portions” which had been designated as non-attainment as

long ago as the 1990's). As mentioned above for Jefferson County, RFG is no longer required to be used in the "original" portions of Bullitt and Oldham counties, and since conventional gasoline has always been used in the other portions of those counties as well as the areas adjacent to the nonattainment area, conventional gasoline is the gasoline used for MOVES modeling in the entirety of Bullitt and Oldham counties. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was previously determined that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties were modeled the same as for Jefferson County.

With the exceptions of the discontinuation of the use of RFG in two counties, the assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NOx emissions included:

(1) improved consistency and completeness of gasoline data provided with the new MOVES model,
(2) the characterization of gasolines described in the previous paragraph, and
(3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

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

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

RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2050,* has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NOx motor vehicle emission budgets.

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

8-hour Ozone Analysis

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

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

Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2050* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Tables 2 and 3 indicates that *Connecting Kentuckiana 2050* has met the requirements of conformity under the 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2050* conforms to the SIPs and meets the requirements of the federal conformity rule.

TABLE 1

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	**INDIANA**	**KENTUCKY**	**TOTAL**
2027	**8128**	**26672**	**34800**
2030	**8579**	**27944**	**36523**

2035	8916	29270	38186
2040	9353	30480	39833
2050	10219	32867	43086

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	Nox	PASS
2027	Regional	7379	13734	YES
2030		6386	10725	YES
2035		4739	6597	YES
2040		3659	4613	YES
2050		2641	3516	YES

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

2027 and 2030 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 13.65 tons/day or 12,383 kg/day.

2027 and 2030 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 33.03 tons/day or 29,964 kg/day.

2035, 2040, and 2050 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.

2035, 2040, and 2050 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.

TABLE 3

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	Nox	PASS
2025	Regional	7379	13734	YES
2030		6386	10725	YES
2035		4739	6597	YES
2040		3659	4613	YES
2050		2641	3516	YES

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

2025, 2030, 2035, 2040, and 2050 Regional emission levels for VOCs must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 22.92 tons/day or 20,793 kg/day.

2025, 2030, 2035, 2040, and 2050 Regional emission levels for NOx must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 29.46 tons/day or 26,726 kg/day.