

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2021-2024

ADMINISTRATIVE MODIFICATION #2021.051

I. Proposed Action:

Modify the KYTC's FY 2021-2024 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Amendment #6 to the FY 2020-2025 Transportation Improvement Program (TIP).

Location:

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

II. Scope of Activity:

See the attachments for detail information.

III. Additional Remarks:

This modification to the STIP will become part of the 2021 STIP end of Federal Fiscal Year 2022 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:

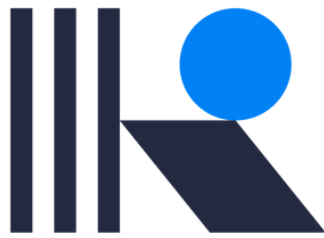
Jill Lamb for Ron Rigney 2/25/22

Kentucky Transportation Cabinet Date
Ronald B. Rigney, Director
Division of Program Management

Approval of Modification:

Federal Highway Administration Date

Recommended by Date



K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 6

Connecting Kentuckiana 2040 Metropolitan
Transportation Plan (MTP)

&

Fiscal Year 2020 - 2025 Transportation
Improvement Program (TIP)

TPC Approval on February 24, 2022



**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #6 of
the FY 2020 - FY 2025 Transportation Improvement Program**

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

Whereas, the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is a subset of *Connecting Kentuckiana 2040, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan*, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

Whereas, the *FY2020 -FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non--dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2020 - 2024 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the February 24, 2022, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

Whereas, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, *Connecting Kentuckiana 2040*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #5 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2040* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 24th day of February 2022.



Judge David Voegel, Chair
Transportation Policy Committee



Andy Rush
KIPDA Transportation Division Director

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #6 of
the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan*

Whereas, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

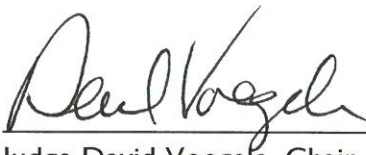
Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

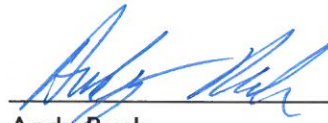
Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2040*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #6 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 24th day of February 2022.



Judge David Voegele, Chair
Transportation Policy Committee



Andy Rush
KIPDA Transportation Division Director



AMENDMENT 6 SCHEDULE

Connecting Kentuckiana (CK) 2040 Metropolitan Transportation Plan (MTP)
Fiscal Year (FY) 2020 - 2025 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	January 4, 2022
KIPDA staff reviews projects	January 7, 2022
Public comment period	Jan. 24 - Feb. 7, 2022
Comments sent to the Transportation Policy Committee (TPC)	February 8, 2022
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 9, 2022
TPC Action	February 24, 2022

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://kipda.formstack.com/forms/kipda_epif





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



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

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 2040* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2020-2025 Transportation Improvement Program (TIP)

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is fiscally reasonable and the TIP remains fiscally constrained. All proposed changes and projects were determined to be and confirmed by the IAC to be exempt-only for air quality. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 6

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

- Visiting <https://kipdatransportation.org/amendment6/> and click on the *Amendment 6 Map* link
- Emailing kipda.trans@kipda.org
- Mail to the following address
TIP and MTP Amendment, KIPDA
11520 Commonwealth Drive, Louisville, KY 40299
- Attend the virtual open house on February 1st from 5:00-6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual public meeting can be found at: <https://kipdatransportation.org/amendment6/>

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.

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056



TIP Action:	N/A				
MTP Action:	Update Open to Public Date				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Jeffersontown	KIPDA ID:	2081	State ID:	TBD
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Watterson Trail Bicycle & Pedestrian Trail Phase II	Total Estimated Cost in MTP (i.e. CK 2040):		\$1,320,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A	Open to Public Date:		2023 2024	
Description:	The project will construct a 10 foot wide concrete multi-use trail along one side of Watterson Trail from Mansfield Estates Drive to Mulberry Row Way.				
Purpose & Need:	The city conducted a bicycle/pedestrian master plan for the city. As a result of the master plan the citizens desired to provide both bicycle and pedestrian facilities that are safe along this section of Watterson Trail. Given the high density of neighborhoods and no sidewalks existing along this section of roadway it was determined to construct a multi-use trail to connect with the central business district of the downtown as well as other segments of the city's trail system.				
FY 20-25 TIP Funding:	N/A				
TIP Action:	Add project				
MTP Action:	N/A				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	N/A
County	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Purchase twelve (12) 40-ft. Buses	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$7,750,000	
Funding Source:	Urbanized Area Formula Grants (Section 5307)	Open to Public Date:		2023	
Description:	Purchase eight (8) 40-ft. low-floor, clean-diesel and four (4) 40-ft. low-floor, extended range full battery-electric transit buses using FY 2022 apportionment funds.				
Purpose & Need:	TARC will purchase twelve (12) 40' low-floor buses to replace existing buses that have exceeded their expected useful lives. While timely bus replacement is critical in order to manage maintenance costs, TARC also believes that the acquisition of zero-emission buses is key to the agency's sustainability.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following Section 5307 funds: \$6,200,000 (Federal) + \$1,550,000 (Other) = \$7,750,000 (Total)				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

TIP Action:	Add project				
MTP Action:	N/A				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	NEW	State ID:	N/A
County	Jefferson	Parent ID:	585	Group ID:	N/A
Project Name:	Purchase Six (6) Extended Range Electric Buses	Total Estimated Cost in MTP (i.e. CK 2040):		N/A	
		Total Cost Programmed in TIP to Date:		\$4,026,658	
Funding Source:	Grants for Buses and Bus Facilities Formula Program (Section 5339)		Open to Public Date:	2023	
Description:	Purchase six (6) extended range full battery-electric buses, and two (2) depot chargers.				
Purpose & Need:	TARC will replace six (6) diesel buses that have exceeded their useful lives. TARC's primary goal for this project is the replacement of high emission buses. TARC believes that zero-emission buses are the key to reducing maintenance costs and making the agency more sustainable. A portion of the funds provided will be used to establish infrastructure (depot chargers) for electric buses. The charging equipment will be located in TARC's Union Station bus storage building.				
FY 20-25 TIP Funding:	FY 2022 Transit Capital phase with the following Section 5339 funds: \$3,422,659 (Federal) + \$603,999 (Other) = \$4,026,658 (Total)				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

TIP Action:	N/A				
MTP Action:	Update Open to Public Date and Revise Purpose & Need Statement				
Exempt/Non-Exempt:	Exempt	Model Impact:	No change to model		
Project Sponsor:	Transit Authority of River City (TARC)	KIPDA ID:	1987	State ID:	05-562.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	TARC-Comprehensive Operations Analysis & Strategic Plan		Total Estimated Cost in MTP (i.e. CK 2040):	N/A	
			Total Cost Programmed in TIP to Date:	\$4,026,658	
Funding Source:	N/A		Open to Public Date:	2022 2024	
Description:	Perform a Comprehensive Operations Analysis as Phase I of the project, to analyze and evaluate the existing TARC system and services, in comparison with the community growth, economic trends, land use development patterns, and current and future needs for public transportation system improvements. Phase II of the project is developing a TARC Long Range Plan to address a long-term strategy for transit system improvements, level of investment and explore options for sustainable sources of funding. The overall project will improve the performance of the existing services/maximize service efficiency, and develop a long range plan for major investments as funding becomes available.				
Purpose & Need:	<p>The purpose of the project is to develop a Comprehensive Operational Analysis for the TARC system/service area with a goal to plan for transportation services that address current and future needs of all users. The project is intended to improve performance of the existing services, address current operational concerns, maximize service efficiency and plan for major investments as funding becomes available. The entire project can be developed in phases and should include four major components:-</p> <ol style="list-style-type: none"> 1. Comprehensive Operational Analysis 2. Maximizing Service, Communications and Partnerships 3. Major Investments Plan 4. TARC Long Range Plan Update <p>Comprehensive Operational Analysis should include ridership survey/ passengers' preferences and need assessment for current services improvements and long-term service planning. Based on the outcome of the customers' survey, TARC will implement efficiency improvements and plan for changes in services based on the routes' performance and the available funding. One of the potential outcomes of the COA is to initiate the TARC's Long Range Plan update based on the system evaluation and community preferences for public transportation. A transportation system that is planned and implemented according to the specific community needs, will greatly improve mobility, reduce traffic congestion on the existing roadways, and provide convenient and affordable travel options for residents across the region. Designated Park and TARC locations along major transportation corridors could become an economic development opportunity for local communities and in a long term could transform to mini stations or transit-oriented developments with a mixture of small businesses and public services. An improved public transportation system will provide easy and affordable travel options for all users including commuters, aging population and residents that rely on public transit as their only mobility option.</p>				
FY 20-25 TIP Funding:	N/A				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.

**Amendment 6 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025
Transportation Improvement Program
Public Comments**

Project Name: Purchase Six (6) Extended Range Electric Buses
KIPDA ID: NEW
Project Sponsor: Transit Authority of River City (TARC)

Comments: “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Yes please, this is great. More busses are needed.”

“Yes. More buses.”

“So glad there is investment in sustainable transportation!”

“I’d like to voice my support for TARC’s proposed purchase of all-electric busses, which I see included in Amendment 6.”

Project Name: Purchase Twelve (12) 40 Foot Buses
KIPDA ID: NEW
Project Sponsor: TARC

Comments: “Bus transportation upkeep is sorely needed. I would like to add that good bus infrastructure is needed in addition to more busses. If a bus gets stuck in traffic, the bus infrastructure is lacking. Bus-only/Bus priority lanes would help”

“Agree these buses are a good purchase, thank you for buying more busses.”

“More and more buses are needed in order to replace aging fleet and to provide more options to folks.”

Project Name: Watterson Trail Bicycle & Pedestrian Trail Phase 2
KIPDA ID: 2081
Project Sponsor: Louisville Metro

Comments: “Addition of dedicated bicycle and pedestrian infrastructure is a desperately needed and very welcome improvement to our city. I hope this project and others like it continue to be implemented.”

“I fully support building out a network of bike and pedestrian pathways for those wishing to get around town without a motor vehicle.”

"I am in favor any multi-use paths that provide options for those who cannot or reluctantly rely on car transportation. More projects like this must be pursued in the dense urban corridors of Louisville in addition to this project. A good start."

"Great project, please extend the length of Watterson Trail and surrounding roads to make a good network."

"This is a confusing form. What is a Case Identifier? This Is a good project. I would like to see more bike and ped. Jeffersontown and the Bluegrass Industrial Park are critical economic engines. More options are needed. Thanks for this project!"