

KENTUCKY

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

ADMINISTRATIVE MODIFICATION #2021.101

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 #8 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:

Approval of Modification:

Jill Lamb for Ron Rigney 8/2/2022

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

Federal Highway Administration Date

Recommended by Date



K I P D A

**Kentuckiana Regional Planning
& Development Agency**

Amendment 8

Connecting Kentuckiana 2040 Metropolitan Transportation Plan & Fiscal Year 2020 - 2025 Transportation Improvement Program (TIP)

TPC Approval on *July 28, 2022*



A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #8 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,

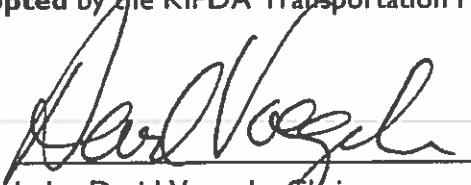
Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

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 #8 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 28th day of July 2022.



Judge David Voegele, 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 #8 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 2022 - 2026 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 July 28, 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 #8 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 28th day of July 2022.



Judge David Voegel, Chair
Transportation Policy Committee



Andy Rush
KIPDA Transportation Division Director

TIP Action:	N/A				
MTP Action:	Revise project description and purpose & need				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Clarksville	KIPDA ID:	3019	State ID:	TBD
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Stansifer Avenue Streetscape Improvements	Total Estimated Cost in MTP (i.e. CK 2040):		\$5,000,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	N/A		Open to Public Date:	2026	
Description:	The project is a complete overhaul of Stansifer Avenue from Akers Avenue to South Clark Blvd. 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.				
Purpose & Need:	Stansifer Avenue is directly off of I-65 and is a key exit for the Town's South End Redevelopment, as well as Orgin park. The Town recently built a new Fire Station on Stansifer Avenue and is working to redevelop the area. Stansifer Avenue is seen as one of the Gateway's to the Town. It will provide main access to two large development ares in Town. However it is unsafe. The lanes are almost 20 feet wide in some areas, which lead drivers to think that there are two lanes, when there is only one. This causes confusion and can lead to unnecessary accidents. The roadway also lacks parking and drainage. It needs improvement- access across the board.				
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.

TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	1902858
County	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Henryville Welcome Center Reconstruction	Total Estimated Cost in MTP (i.e. CK 2040):		\$27,432,500	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	Surface Transportation Block Grant (STBG) - State	Open to Public Date:		2027	
Description:	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
Purpose & Need:	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
FY 20-25 TIP Funding:	FY 2023 Preliminary Engineering phase with the following STBG-ST funds: \$2,678,400 (Federal) + \$297,600 (Other) = \$2,976,000 (Total) *FY 2025 Construction phase with the following STBG-ST funds: \$21,902,400 (Federal) + \$2,433,600 (Other) = \$24,336,000 (Total)				
TIP Action:	Add project				
MTP Action:	Add project				
Exempt/Non-Exempt:	Exempt	Model Impact:	No impact to model		
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	05-22066.00
County	Bullitt	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-65	Total Estimated Cost in MTP (i.e. CK 2040):		\$59,400,000	
		Total Cost Programmed in TIP to Date:		N/A	
Funding Source:	National Highway System (NHS)	Open to Public Date:		2024	
Description:	Address condition of I-65 from milepoint 104.7 to milepoint 110.7.				
Purpose & Need:	Improve pavement condition				
FY 20-25 TIP Funding:	FY 2022 Design phase with the following NHS funds: \$4,860,000 (Federal) + \$540,000 (Other) = \$5,400,000 (Total) FY 2023 Construction phase with the following NHS funds: \$48,600,000 (Federal) + \$5,400,000 (Other) = \$54,000,000 (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.