

KENTUCKY

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

ADMINISTRATIVE MODIFICATION #2021.164

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 #10 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 2023 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:

Approval of Modification:

Jill Lamb for Ron Rigney 2/28/2023

Kentucky Transportation Cabinet Date

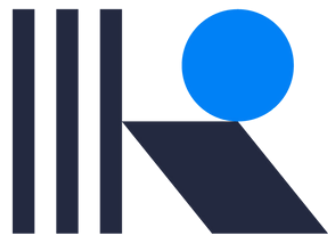
Ronald B. Rigney, Director

Division of Program Management

Federal Highway Administration Date

Recommended by

Date



K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 10

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

TPC Approval Scheduled for
February 23, 2023



A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #10 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,

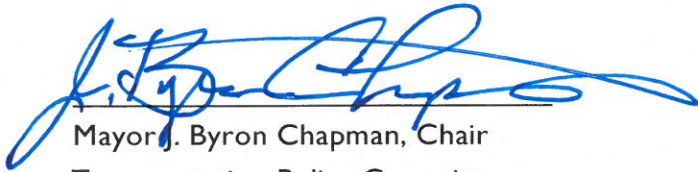
Whereas, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

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 #10 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 23th day of February 2023.



Mayor J. Byron Chapman, 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 #10 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 February 23, 2023, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

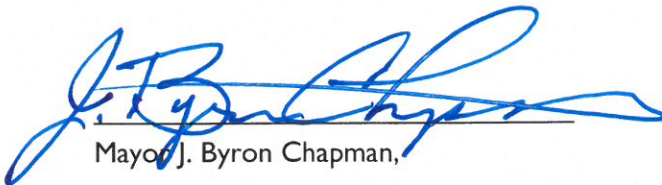
Whereas, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state 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 #10 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 23th day of February 2023.



Mayor J. Byron Chapman,
Transportation Policy Committee



Andy Rush,
KIPDA Transportation Division Director



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:

- The project being modified
- Schedule for Amendment 10

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

- Visiting <https://kipdatransportation.org/amendment-10/> and click on the *Amendment 10 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 2nd 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/amendment-10/>

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





AMENDMENT 10 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 13, 2023
KIPDA staff completes project review	January 17, 2023
Interagency Consultation Group (IAC) Coordination	January 17 - 24, 2023
Public comment period	January 25 - February 8, 2023
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 8, 2023
Comments sent to the Transportation Policy Committee (TPC)	February 9, 2023
TPC Action	February 23, 2023

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



TIP Action:	Add project				
MTP Action:	Change Project Sponsor, Revise Project Name, Add State ID and Update Open to Public Date				
Exempt/Non-Exempt:	Exempt	Model Impact:	Can be modeled		
Project Sponsor:	TARC Louisville Metro	KIPDA ID:	2751	State ID:	5-80214.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Broadway All the Way Complete Street	Total Estimated Cost in MTP (i.e. CK 2040):		\$140,000,000	
		Total Cost Programmed in TIP to Date:		\$6,250,000	
Funding Source:	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Open to Public Date:		2031 2035	
Description:	<p>A complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to include fixed guide-way BRT, two-way cycle track and pedestrian safety improvements. The project scope should include the following:</p> <ul style="list-style-type: none"> - Improved roadway design to increase transit speed, reliability and efficiency - Enhanced transit stations and rider amenities to improve the transit user experience - Enhanced bicycle and pedestrian access to frequent high capacity transit services - Operational plan including extension of BRT line southeast on Bardstown Road (non-fixed guideway). 				
Purpose & Need:	Improve connectivity for all modes; improve safety; promote social equity; and enhance neighborhoods.				
FY 20-25 TIP Funding:	FY 2023 Design phase with RAISE funds: \$5,000,000 (Federal) + \$1,250,000 (Other) = \$6,250,000 (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.

**Amendment 9 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025
Transportation Improvement Program
Public Comments**

Project Name: **Broadway All the Way Complete Street**
KIPDA ID: 2751
Project Sponsor: TARC

Comments: “I strongly support implementation of the Broadway All The Way Project as soon as possible. I want to ensure the design includes: (1) PROTECTED bike lanes the entire length (2) A true, separate BRT lane the entire length.”

“With so much width available the entire length, reduce driving lanes and install protected/separated bike lanes, wide sidewalks, and bus only BRT lane with raised stops. Also add curb bump outs at every intersection, and ample mid-block crossings. Trees.”

“The most important elements to make this project successful and transformative are protected bike lanes along the entire length, reduced driving lanes, separated BRT, wide sidewalks/multi-use paths, ample raised/protected crosswalks, and tree cover.”

“Great opportunity to remake one of our city’s most important streets for the 21st century: add protected bike lanes, protected BRT lane, curb bump-outs to prioritize safe pedestrian crossings, speed and red-light monitoring, trees and more trees.”

“Cars have been driving unsafe speeds for 60 years. Separated BRT Lane with raised stops and protected/separated bike lanes, wide sidewalks and CROSSWALKS. Also add curb bump outs at every intersection, limit parking and add native KY flowers and trees.”

“It is high time to implement the Broadway All The Way Project! The tyranny of a Broadway designed to encourage speeding and “cruising” has ruled far too long. We demand the entire length: PROTECTED bike lanes, a true, separate BRT lane; lots of trees.”

“Having so many streets in the city being made single lane with a turning or passing lane in the middle has been a bad idea in my opinion. I live off of Lexington Road, and while some traffic went too fast when we had two lanes both ways, it now moves too slow, especially if some driver is driving slowly in order to use his/her cell phone or trying to text. Speeding still occurs, but it now mostly occurs after dark.....I hear all types of load engines going up and down the street during the night. Dangerous. I also rarely see people using the bike lanes around here. And I do not blame bicyclists for not using them. When I tried to use them in the past using my bicycle, the paths were usually littered with gravel, sticks, glass, and sometimes other sharp objects. Not worth it. One could crash or have a blow

out with the tires. The real way to solve traffic congestion is to have a subterranean or elevated train system around here. But nobody wants to pay for it unfortunately.”

***Public Meeting Questions:**

- Q. “What questions do you think the public should be asking about this project at this stage?”
- Q. “How much more funding do you think is needed to fulfill the full vision of this Broadway All the Way design grant beyond RAISE and TARC? Or is the current funding adequate to get community feedback, produce marketing materials, and shovel ready designs?”

**All questions were received from the Q&A feature during the Zoom webinar and were answered live*