KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
For FY 2025-2028

ADMINISTRATIVE MODIFICATION #2024.105

I. Proposed Action:

Modify the KYTC's FY 2025-2028 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization's Amendment #1 to the FY 2025-2028 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 2024 STIP end of Federal Fiscal Year 2025 "fiscal constraint" recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:		Approval of Modification:	
Ronald B. Rigney	9/25/2025	Steven Jacobs	10/10/25
Kentucky Transportation Cabinet Ronald B. Rigney, Director Division of Program Management	Date	Federal Highway Administration	Date

KIPDA
Kentuckiana Regional Planning & Development Agency

Amendment 1
to the
Fiscal Year 2025 - 2028
Transportation Improvement Program (TIP)

Amendment 10
to
Connecting Kentuckiana 2050
Metropolitan Transportation Plan (MTP)

TPC Approval August 28, 2025

Please note - Amendment 1 and 10 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.

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

KIPDA

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Amendment 10 to *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan (MTP)

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 in Indiana, and Bullitt, Jefferson, 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,* 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, Amendment 10 to *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan (MTP) is cross-referenced as Amendment 1 to the *FY 2025 - FY 2028 Transportation Improvement Program* (TIP).

Whereas, *the FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, 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 FY 2025 - FY 2028 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 2025 - 2028 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2026-2029 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

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HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA

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

KIPDA

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of *Connecting Kentuckiana 2050,* the Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the August 28, 2025, 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 2050* complies with all 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 2050,* 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 2050 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 Amendment 10 of *Connecting Kentuckiana 2050* 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 to include in the respective STIP in compliance with federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 28th day of August 2025.

Commissioner Jack Coffman, Chair
Transportation Policy Committee

Andy Rush, Director
KIPDA Transportation Division

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

KIPDA

A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee
Amendment 1 to the
***FY 2025 - FY 2028 Transportation Improvement Program* (TIP)**

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 in Indiana, and Bullitt, Jefferson, 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,* 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 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050,* 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 FY 2025 - FY 2028 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 2025 - 2028 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2026-2029 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Whereas, Amendment 1 to the *FY 2025 - FY 2028 Transportation Improvement Program* (TIP) is cross-referenced as Amendment 10 to *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan (MTP).

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HELPING GROW 9 COUNTIES ACROSS KENTUCKIANA

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

KIPDA

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment to the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the August 28, 2025, 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 the *FY25-FY28 Transportation Improvement Program* and *Connecting Kentuckiana 2050* complies with all 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, the *FY 2025 - FY 2028 Transportation Improvement Program,* as amended, will serve as the KIPDA Transportation Improvement Program, a subset of the 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 1 to the *FY 2025 - FY 2028 Transportation Improvement Program* to serve as the KIPDA MPO official Transportation Improvement Program; and,

Let it be further resolved that KIPDA staff is authorized to transmit this Amendment to the *FY 2025 - FY 2028 Transportation Improvement Program* (TIP) 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 to include in the respective STIP in compliance with federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 28th day of August 2025.

Commissioner Jack Coffman, Chair
Transportation Policy Committee

Andy Rush, Director
KIPDA Transportation Division

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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September 25, 2025

In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following document(s):

Amendment 10 to the 2050 Metropolitan Transportation Plan (MTP) and
Amendment 1 to the 2025-2028 Transportation Improvement Program (TIP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approved resolution signed on August 28, 2025)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We also found that these documents met the criteria outlined in the July 1, 2004, Transportation Conformity Rule Amendments for New 8-hr Ozone and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Should you have any questions or need additional information, please contact Tonya Higdon, Transportation Specialist at (502) 223-6734.

Sincerely,

Shundreka R. Givan

Shundreka R. Givan, AICP
Division Administrator

CC: Aviance Webb, FTA-R4
Ronald Smith, FTA-R4
Erica Tait, FHWA-IN
Steven Jacobs, FHWA-KY
Brad Akers, USEPA-R4
Simone Jarvis, USEPA-R4
Weston Freund, USEPA-R4
Blake Borwig, KEEC-DAQ
Clair Oyler, KEEC-DAQ
Emma Moreo, KEEC-DAQ
Rachael Hamilton, APCD
Aida Copic, TARC
Ron Rigney, KYTC-Program Management
Mikael Pelfrey, KYTC-Planning
Andy Rush, Louisville Area MPO

KIPDA

AMENDMENT SCHEDULE

Amendment 1 to the *Fiscal Year (FY) 2025 - 2028 Transportation Improvement Program* (TIP)
Amendment 10 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	June 20, 2025
KIPDA staff completes project review	June 30, 2025
Air quality conformity activities	June 30, 2025 - July 28, 2025
Interagency Consultation Group (IAC) Coordination	Week of July 14, 2025
Public comment period	July 29, 2025 - August 12, 2025
Comments sent to the Transportation Policy Committee (TPC)	August 13, 2025
Transportation Technical Coordinating Committee (TTCC) Recommendation	August 13, 2025
TPC Action	August 28, 2025

ADDITIONAL INFORMATION

Amendment 1 to the TIP and Amendment 10 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/

Area Agency on Aging and Independent Living
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KIPDA

In addition to the list of project updates submitted to KIPDA, this amendment includes revisions to the narrative and figures in the **Air Quality Status** section of Chapter 7 in the FY25-FY28 Transportation Improvement Program (TIP) found on pages 100-101. The revisions below are mainly based on recommendations from the Kentucky Division for Air Quality (KY DAQ) and the Louisville Metro Air Pollution Control District (LMAPCD). Both agencies are members of the Interagency Consultation Group (IAC), a group that includes KIPDA's air quality planning partners that review and approve the planning assumptions used to model the projects. These updates have been discussed and reviewed by the IAC.

The purpose of the amendment is to clarify existing language and future amendments and enhance the figures in the adopted TIP. The following narrative and figures will replace this section of the TIP.

AIR QUALITY STATUS

The presence of high levels of ground-level ozone and fine particulates, specifically PM2.5, have affected the region for decades, and meeting the National Ambient Air Quality Standards (NAAQS) has traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process. When a monitored design value exceeds a NAAQS, an area may be designated by the US EPA as "nonattainment" or not meeting the standard. As the graphs indicate, local design values continue to trend downward as the standards are periodically reviewed and strengthened at a similar rate.

Ozone

Figure 23 shows the design value for ground-level ozone in the KIPDA region. The ozone NAAQS are measured in parts per billion (ppb). Nonattainment areas are established when any of the air quality monitors in a region show a violation of the NAAQS. The KIPDA region, excluding Shelby County, was officially designated as nonattainment under the 2015 ozone NAAQS on August 3, 2018; the EPA designated the entirety of Clark, Floyd, Jefferson, Bullitt, and Oldham counties as nonattainment,

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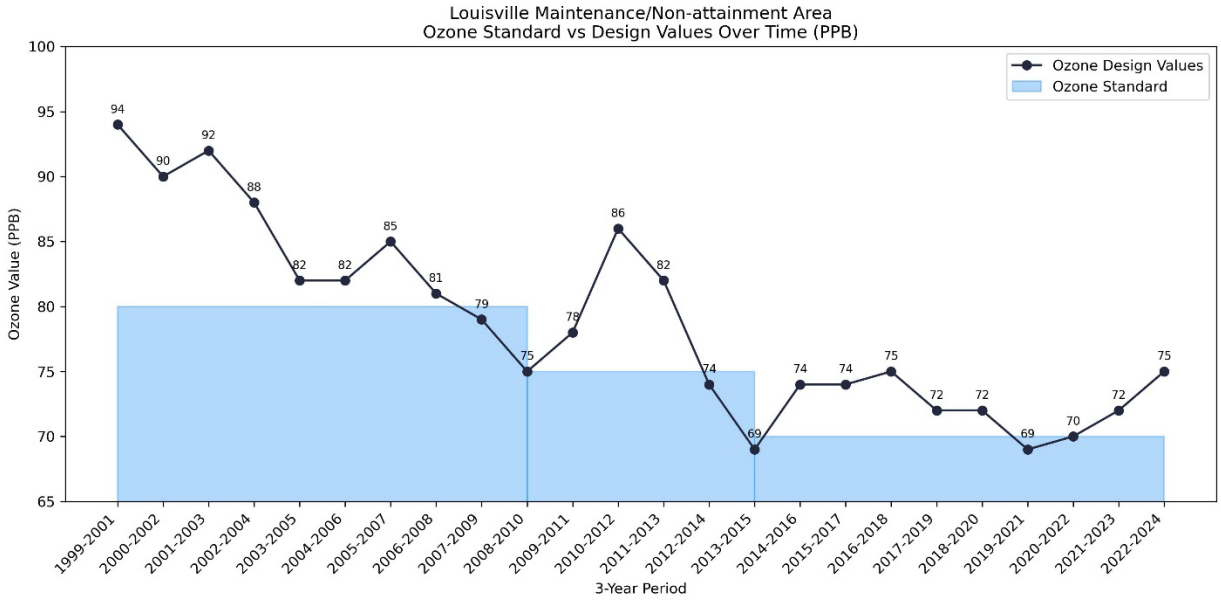
which was consistent with past precedent. The Indiana portion of the KIPDA region was redesignated to attainment for the 2015 ozone NAAQS on July 5, 2022.

The Kentucky portion of the KIPDA region is currently still designated as nonattainment for the 2015 ozone NAAQS. An exceptional event demonstration has been submitted to the US EPA by Louisville Metro Air Pollution Control District (LMAPCD) regarding the impacts of the 2023 wildfires on Jefferson County. If the exceptional event demonstration is approved by the US EPA, the ozone design value for the Jefferson County portion of the KIPDA region may be adjusted for the year 2023 which may change the overall design value.

As established by the US EPA, a design value is determined using data from monitors deployed regionwide. The design values shown in this graph reflect the three-year rolling average of the fourth-highest monitored reading each year in the KIPDA region. The series of readings considered for this calculation is the highest 8-hour concentration over the course of each day.

FIGURE 23: DESIGN VALUE FOR GROUND-LEVEL OZONE



$PM_{2.5}$

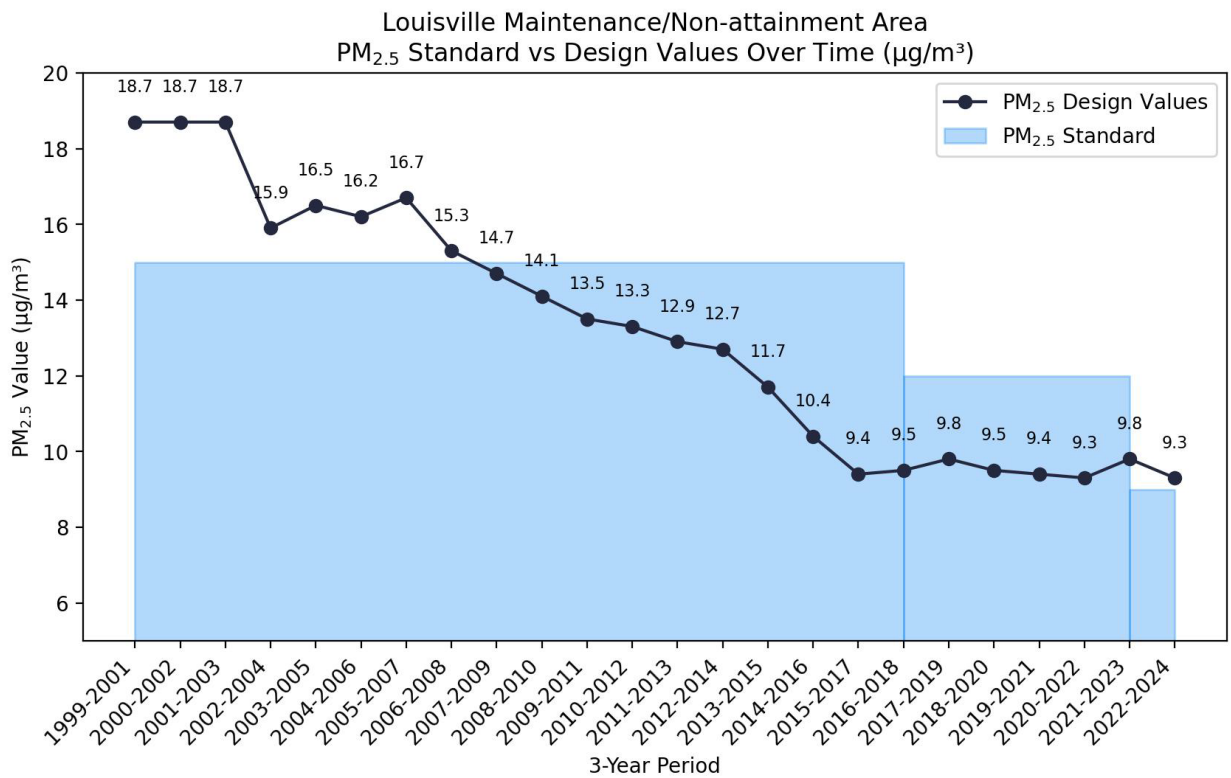
The KIPDA region has no issues attaining the previous $PM_{2.5}$ standard of 12 micrograms per cubic meter (µg/m³), which was established in 2012. However, a new standard of 9 µg/m³ was adopted in 2024, and recent data indicates an exceedance of the revised 2024 $PM_{2.5}$ standard in the Indiana portion of the KIPDA region. An exceptional event demonstration has been submitted to the US EPA by Indiana Department of Environmental Management (IDEM) regarding the impacts of 2022 and 2023 wildfires on monitoring data in Clark County. If the

exceptional event demonstration is approved by the US EPA, the $PM_{2.5}$ design value for the Indiana portion of the KIPDA region would be below the revised 2024 $PM_{2.5}$ standard.

Figure 24 shows the annual design value for $PM_{2.5}$ in the KIPDA region and the $PM_{2.5}$ standards (µg/m³).

As established by the EPA, a design value is determined using data from monitors deployed regionwide. The design values shown in this graph reflect the three-year rolling average of the annual mean monitored reading each year.

FIGURE 24: DESIGN VALUE FOR $PM_{2.5}$



MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	NEW	**DES #**	2500811
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	SR 62 Intersection Improvements	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$2,878,272		**Total Cost Programmed in TIP to date:**	$2,878,272	
Description:	Various intersection improvements will take place over 6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3				
Justification:	The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST Funds: $332,800 (Federal) + $83,200 (Other) = $416,000 (Total) FY 2027 Right of Way (ROW) phase with HSIP-ST Funds: $34,944 (Federal) + $8,736 (Other) = $43,680 (Total) FY 2027 Utilities (U) phase with HSIP-ST Funds: $80,000 (Federal) + $20,000 (Other) = $100,000 (Total) *FY 2030 Construction (CN) phase with HSIP-ST Funds: $1,854,874 (Federal) + $463,718 (Other) = $2,318,592 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	NEW	DES #	2500785
County:	Clark	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-265 at International Drive	**Funding Source:**	National Highway Performance Plan (NHPP)	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$2,209,773		**Total Cost Programmed in TIP to date:**	$2,209,773	
Description:	Access control project (right of way) I-265 at International Drive				
Justification:	INDOT began to purchase Limited Access Right of Way (LARW) near Interstate interchanges where there currently is inadequate coverage. Currently, the interchange only has LARW along International drive for roughly 0 to 300 feet of the interchange terminal intersections. It is desirable to have between 600' and 1300' of LARW protection.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with NHPP Funds: $27,000 (Federal) + $3,000 (Other) = $30,000 (Total) FY 2028 Right of Way (ROW) phase with NHPP Funds: $1,745,100 (Federal) + $193,900 (Other) = $1,939,000 (Total) *FY 2031 Construction (CN) phase with NHPP Funds: $216,696 (Federal) + $24,077 (Other) = $240,773 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Indiana Department of Transportation (INDOT)	**KIPDA ID:**	NEW	DES #	2500957
County:	Clark, Floyd	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Seymour Signal Modifications	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$3,615,000		**Total Cost Programmed in TIP to date:**	$3,615,000	
Description:	Signal Modification projects throughout the Seymour District				
Justification:	This project will implement signal modifications at various locations identified throughout the Seymour District.				
FY 25-28 TIP Funding:	*FY 2030 Construction (CN) phase with HSIP-ST Funds: $2,892,000 (Federal) + $723,000 (Other) = $3,615,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					
MTP Action:	Add new project				
TIP Action:	Add new project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	99-247
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	2671
Project Name:	EV Charging Station at I-265 (location 32)	**Funding Source:**	National Electric Vehicle Infrastructure (NEVI)	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$1,144,416		**Total Cost Programmed in TIP to date:**	$1,144,416	
Description:	Install EV charging station at Holiday Inn on Chamberlain Ln. - Francis Energy				
Justification:	Part of Kentucky Priority EV Corridor Phase 1: Alternative Fuel Corridors (Build-out Interstate and Parkways)				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with NEVI Funds: $268,488 (Federal) + $67,123 (Other) = $335,611 (Total) FY 2026 Construction (C) phase with NEVI Funds: $647,044 (Federal) + $161,761 (Other) = $808,805 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	99-247
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	2671
Project Name:	EV Charging Station at I-65 (location 116)	**Funding Source:**	National Electric Vehicle Infrastructure (NEVI)	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$1,122,762		**Total Cost Programmed in TIP to date:**	$1,122,762	
Description:	Install EV charging station on Cedar Grove Rd. - Love's				
Justification:	Part of Kentucky Priority EV Corridor Phase 1: Alternative Fuel Corridors (Build-out Interstate and Parkways)				
FY 25-28 TIP Funding:	FY 2025 Design (D) phase with NEVI Funds: $65,000 (Federal) + $88,359 (Other) = $153,359 (Total) FY 2026 Construction (C) phase with NEVI Funds: $585,000 (Federal) + $484,403 (Other) = $1,069,403 (Total)				
MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9044.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 22	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	$1,000,000		**Total Cost Programmed in TIP to date:**	$1,000,000	
Description:	Roadway Reconfiguration & Implementation of Access Management Features on Brownsboro Rd (BMP 3.680 EMP 4.200), project includes new sidewalk to fill in gaps in the existing sidewalk and several upgrades to existing traffic signals, such as having to partially rebuild a traffic signal.				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: $90,000 (Federal) + $10,000 (Other) = $1,000,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9045.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	North English Station Road (CR 1006 C) Reconfiguration	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$550,000		**Total Cost Programmed in TIP to date:**	$550,000	
Description:	Roadway Reconfiguration & Implementation of Access Management Features on North English Station Road (BMP 0.000, EMP 0.390)				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: $495,000 (Federal) + $55,000 (Other) = $550,000 (Total)				
MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9045.01
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	North English Station Road (CR 1006 C) Multi-use Path	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$950,000		**Total Cost Programmed in TIP to date:**	$950,000	
Description:	North English Station (BMP 0, EMP 0.46) Multi-use Path				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2025 Right of Way (ROW) phase with HSIP-ST funds: $585,000 (Federal) + $65,000 (Other) = $650,000 (Total) FY 2025 Construction (C) phase with HSIP-ST funds: $270,000 (Federal) + $30,000 (Other) = $300,000 (Total)				

MTP Action:	Update number of intersection signals in project description				
TIP Action:	Update number of intersection signals in project description				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2025, 2030, 2035, 2040, & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	3381	**State ID:**	5-9048.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 2054	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2025
Total Estimated Project Cost:	$3,000,000		**Total Cost Programmed in TIP to date:**	$3,000,000	
Description:	Roadway Reconfiguration and Intersection Improvements along Algonquin Parkway BMP 0 at I-264 underpass to EMP 3.299 at Winkler Ave. Includes resurfacing, signing, striping and installation of bike lanes, cross walk improvements, and rebuilding of up to ~~5~~ 7 intersection signals.				
Justification:	Increase road safety for pedestrian and bicyclists				
FY 25-28 TIP Funding:	FY 2025 Construction (C) phase with HSIP-ST funds: $2,700,000 (Federal) + $300,000 (Other) = $3,000,000 (Total)				
MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030,2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9049.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 42 Story Ave	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$2,500,000		**Total Cost Programmed in TIP to date:**	$2,500,000	
Description:	Safety improvements along US 42 (Story Avenue) in Louisville from Main Street to N. Spring Street. BMP 0, EMP 0.455. Convert to two-way traffic, including signing, striping, VRU improvements like curb bump outs and hi-visibility crosswalks				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2026 Utilities (U) phase with HSIP-ST funds: $455,000 (Federal) + $45,000 (Other) = $500,000 (Total) FY 2026 Construction (C) phase with HSIP-ST funds: $1,800,000 (Federal) + $200,000 (Other) = $2,000,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030,2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9050.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 42 Mellwood Ave	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$1,800,000		**Total Cost Programmed in TIP to date:**	$1,800,000	
Description:	Safety improvements along US 42 (Mellwood Avenue) in Louisville from Baxter Ave. to N. Spring St. BMP 0.0, EMP 0.587. Convert to two-way traffic, including signing, striping, VRU improvements like curb bump outs and high visibility crosswalks				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2026 Utilities (U) phase with HSIP-ST funds: $450,000 (Federal) + $50,000 (Other) = $500,000 (Total) FY 2026 Construction (C) phase with HSIP-ST funds: $1,170,000 (Federal) + $130,000 (Other) = $1,300,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030,2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9056.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Safety Improvements for Various Sections on CS 1012F, CS 1010F, CS 1037F and CS 1042F	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	$3,500,000		**Total Cost Programmed in TIP to date:**	$3,500,000	
Description:	Roadway reconfiguration to provide improvements to Vulnerable Road Users (VRU) on: Hale Ave (CS 1012F: BMP 1.989 EMP 2.1), Virginia Ave (CS 1042F: BMP 0.72 EMP 1.152), Dumesnil St (CS 1010F: BMP 0.6 EMP 0.132), and S 38th St (CS 1037F: BMP 1.379 EMP 1.558) between S 40th St and Louis Coleman Jr. Drive. The project includes2-way convertion of Hale and Virginia between Garrs Lane to Louis Coleman Jr Drive, removal of the 2 overhead pedestrian bridges, and clean up/clarification of the I-264 off and on ramps.				
Justification:	To increase safety to VRU (Vulnerable Road Users) on these segments				
FY 25-28 TIP Funding:	FY 2025 Right of Way (ROW) phase with HSIP-ST funds: $135,000 (Federal) + $15,000 (Other) = $150,000 (Total) FY 2025 Utilities (U) phase with HSIP-ST funds: $585,000 (Federal) + $65,000 (Other) = $650,000 (Total) FY 2025 Construction (C) phase with HSIP-ST funds: $2,430,000 (Federal) + $270,000 (Other) = $2,700,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030,2035, 2040 & 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-9057.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 150 (Broadway)	**Funding Source:**	Highway Safety Improvement Program (HSIP)- State	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$1,815,000		**Total Cost Programmed in TIP to date:**	$1,815,000	
Description:	Roadway rightsizing and signal re-timing from 9th Street (MP 1.8) to Baxter Ave (MP 4.094)				
Justification:	To increase the level of safety for all users				
FY 25-28 TIP Funding:	FY 2026 Construction (C) phase with HSIP-ST funds: $1,633,500 (Federal) + $181,500 (Other) = $1,815,000 (Total)				
MTP Action:	Add State ID				
TIP Action:	Add State ID and correct TIP funding				
Exempt/Non Exempt:	Non-Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Bullitt County	**KIPDA ID:**	2916	**State ID:**	5-347.10
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 44	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$43,300,000		**Total Cost Programmed in TIP to date:**	~~$20,400,000~~ $1,000,000	
Description:	Widen KY 44 from 2 to 4 lanes from US 31E to Kings Church Road and a 3 lane section from Kings Church Road to Spencer County line.				
Justification:	Improve the efficiency and capacity of surface transportation infrastructure in order to accommodate the growth of commercial and commuter traffic, relieve congestion, and enhance safety throughout the corridor, such as the crash rate in the west part of the corridor that is 5.53 times higher than those of similar Kentucky routes.				
FY 25-28 TIP Funding:	~~FY 2025 Right of Way (ROW) Phase with SPP Funds:~~ ~~$0 (Federal) + $4,500,000 (Other) = $4,500,000 (Total)~~ ~~FY 2026 Utilities (U) Phase with SPP Funds:~~ ~~$0 (Federal) + $1,700,000 (Other) = $1,700,000 (Total)~~ ~~FY 2027 Construction (C) Phase with SPP Funds:~~ ~~$0 (Federal) + $13,200,000 (Other) = $13,200,000 (Total)~~				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80338.00
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 44	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$10,815,000		**Total Cost Programmed in TIP to date:**	$10,815,000	
Description:	Raise the roadway by 4 feet, widen it from 2 to 3 Lanes (Adding Two Way Left Turn Lane), and replacing Bridge ID #015B00020N. Project will consider improvements between MP 9.2 (Raymond Road) and MP 10.3 (just east of the Bullitt Lick Creek bridge)				
Justification:	Bridge deck shows extensive patches, cracks, and spalling; exposed rebar throughout. Reliability is compromised as the roadway can be impassable during flooding. Roadway segment: 2019 - 2023 LOSS KAB - 3, CO - 2				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with SPP Funds: $0 (Federal) + $1,053,000 (Other) = $1,053,000 (Total) FY 2027 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $2,406,000 (Other) = $2,406,000 (Total) FY 2028 Utilities (U) Phase with SPP Funds: $0 (Federal) + $776,000 (Other) = $776,000 (Total) *FY 2029 Construction (C) Phase with SPP Funds: $0 (Federal) + $6,580,000 (Other) = $6,580,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-150.02
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 44	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$38,940,000		**Total Cost Programmed in TIP to date:**	$38,940,000	
Description:	Reconstruct KY 44 from I-65 to Chimney Rock Drive (Milepoint 13.1 to Milepoint 15.1). (2022CCN)				
Justification:	The purpose of this project is to reduce congestion, improve safety and provide for better emergency vehicle access. This project would provide improved connectivity between the cities of Mt. Washington and Shepherdsville. From the approved design executive summary (DES) completed in 2012 for the 2030 No-Build Analysis this segment has a Critical Rate Factor (CRF) of 1.9, a volume to capacity ratio (V/C) of 1.83 and level of service (LOS) of F. Pedestrian facilities currently terminate at Lees Valley Road. CHAF IP20150318.				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with SPP Funds: $0 (Federal) + $2,080,000 (Other) = $2,080,000 (Total) FY 2027 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $7,640,000 (Other) = $7,640,000 (Total) FY 2028 Utilities (U) Phase with SPP Funds: $0 (Federal) + $9,790,000 (Other) = $9,790,000 (Total) *FY 2029 Construction (C) Phase with SPP Funds: $0 (Federal) + $19,430,000 (Other) = $19,430,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80344.00
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-71	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$3,600,000		**Total Cost Programmed in TIP to date:**	$3,600,000	
Description:	Addition of a soundwall on I 71 NB along Springhill Subdivision. (As a part of the I-MOVE Expansion Project on I 71). MP 13.5-MP 13.9				
Justification:	Mitigation of noise concerns associated with interstate widening				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with SPP Funds: $0 (Federal) + $200,000 (Other) = $200,000 (Total) FY 2026 Construction (C) Phase with SPP Funds: $0 (Federal) + $3,400,000 (Other) = $3,400,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-483.20
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-71	**Funding Source:**	National Highway System (NHS)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$48,800,000		**Total Cost Programmed in TIP to date:**	$48,800,000	
Description:	Widen I-71 from 4 to 6 lanes from KY-393 (MP 18.0) to KY-53 (MP 22.4). (16CCN) IP20160193				
Justification:	The Needs being addressed by the proposed I-71 project are based on the following facts: • Increasing traffic volumes have resulted in traffic congestion and poor traffic flow characteristics. In 2009, the Average Daily Traffic was approximately 56,600 vehicles per day (vpd). In 2015, the traffic volume has increased to near 61,900 vpd. By 2040, those numbers are forecasted to increase to around 80,000 vpd. Traffic projections illustrate continued growth in traffic volumes. This forecast takes into account the recent opening of the East End Bridge from I-265/KY 841 in Kentucky north to I-265 in Indiana. • I-71 has roadway deficiencies and poor traffic operational characteristics. The life span of the pavement surface and bridges warrant they be replaced within the foreseeable future, regardless of the transportation demands; the clear zones along with the inside shoulder width are less than desirable. • Driver crash rates are notably high along this section of I-71.				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with NHS Funds: $4,400,000 (Federal) + $1,100,000 (Other) = $5,500,000 (Total) FY 2027 Right of Way (ROW) Phase with NHS Funds: $1,840,000 (Federal) + $460,000 (Other) = $2,300,000 (Total) FY 2027 Utilities (U) Phase with NHS Funds: $800,000 (Federal) + $200,000 (Other) = $1,000,000 (Total) FY 2028 Construction (C) Phase with NHS Funds: $32,000,000 (Federal) + $8,000,000 (Other) = $40,000,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-483.40
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-71	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2028
Total Estimated Project Cost:	$6,445,000		**Total Cost Programmed in TIP to date:**	$6,445,000	
Description:	Addition of soundwall on I-71 SB along Darby Pointe Neighborhood (MP 16.7-17.4) (To be let with 5-483.1 I-71 Widening).				
Justification:	Mitigation of noise concerns associated with interstate widening.				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with SPP Funds: $0 (Federal) + $200,000 (Other) = $200,000 (Total) FY 2026 Construction (C) Phase with SPP Funds: $0 (Federal) + $1,225,000 (Other) = $1,225,000 (Total) FY 2027 Construction (C) Phase with SPP Funds: $0 (Federal) + $5,000,000 (Other) = $5,000,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80339.00
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 1526	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2032
Total Estimated Project Cost:	$20,210,000		**Total Cost Programmed in TIP to date:**	$250,000	
Description:	Reduce congestion, improve safety, and enhance mobility on John Harper Highway (KY 1526) from I-65 (MP 11.4) to KY 61 (MP 12.9) (2024CCN).				
Justification:	The Needs being addressed by the proposed KY 1450 project include: Congestion/Mobility - Design will consider four-lane widening and bike/ped accommodations. Safety - This segment has been identified as experiencing safety issues with 70 crashes in a 5yr period. CDAT KAB LOSS of 2; CO LOSS of 2				
FY 25-28 TIP Funding:	FY 2025 Planning (P) Phase with SPP Funds: $0 (Federal) + $250,000 (Other) = $250,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-8307.20
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 245	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$38,285,000		**Total Cost Programmed in TIP to date:**	$38,285,000	
Description:	Widen KY-245 from Flaget Hospital (MP 7.722) through the county line (MP 12.261 Nelson/MP 0.000 Bullitt) to Happy Hollow Rd (MP 4.425) with 4.425 miles in Bullitt County.				
Justification:	Address mobility and address potential safety concerns along KY 245 from Flaget Hospital in Nelson County to Happy Hollow Road in Bullitt County. KY 245 is only 2 lanes from Flaget Hospital to the I-65 interchange in Bullitt County. Traffic has dramatically increased through this area and is projected to continue increasing. This section of road is reaching capacity for a 2-lane road.				
FY 25-28 TIP Funding:	FY 2025 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $2,470,000 (Other) = $2,470,000 (Total) FY 2026 Utilities (U) Phase with SPP Funds: $0 (Federal) + $988,000 (Other) = $988,000 (Total) FY 2026 Utilities (U) Phase with SPP Funds: $0 (Federal) + $4,199,000 (Other) = $4,199,000 (Total) FY 2028 Construction (C) Phase with SPP Funds: $0 (Federal) + $30,628,000 (Other) = $30,628,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80354
County:	Bullitt	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 31 E	**Funding Source:**	National Highway System (NHS)	**Open to Public (OTP) Date:**	2031
Total Estimated Project Cost:	$18,490,000		**Total Cost Programmed in TIP to date:**	$18,490,000	
Description:	Improve traffic operations and improve safety along US 31E (Louisville-Bardstown Rd) from the Bullitt/Nelson Count Line to KY 44. Consider a 2+1 configuration and/or innovative intersections (MP 0.0 - 3.53 Bullitt; MP 0.0 - 1.882 Spencer).				
Justification:	This route segment has been identified by the Legislature as a candidate for potential safety and traffic operations improvements. 2019-2023 CDAT LOSS Bullitt: KAB - 2; CO - 3 Spencer: KAB - 3 ; CO - 2				
FY 25-28 TIP Funding:	FY 2025 Design (D) Phase with NHS Funds: $1,280,000 (Federal) + $320,000 (Other) = $1,600,000 (Total) FY 2028 Right of Way (ROW) Phase with NHS Funds: $704,000 (Federal) + $176,000 (Other) = $880,000 (Total) FY 2028 Utilities (U) Phase with NHS Funds: $688,000 (Federal) + $172,000 (Other) = $860,000 (Total) *FY 2029 Construction (C) Phase with NHS Funds: $12,120,000 (Federal) + $3,030,000 (Other) = $15,150,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80345.00
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 22	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2028
Total Estimated Project Cost:	$6,700,000		**Total Cost Programmed in TIP to date:**	$6,700,000	
Description:	Improve safety and reduce congestion, along KY 22 from Haunz Lane to KY 329. Improve safety and reduce congestion on KY 22 from Briar Hill Parkway to Wooldridge Avenue. Includes consideration of a three-lane widening and bike/ped accommodations. Breakout of SYP project 5-203.00. IP20230112				
Justification:	This project is needed because the crash rate is high and multiple roadway deficiencies exist. Projected growth indicates inadequate future 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:	FY 2025 Design (D) Phase with SPP Funds: $0 (Federal) + $300,000 (Other) = $300,000 (Total) FY 2025 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $800,000 (Other) = $800,000 (Total) FY 2025 Utilities (U) Phase with SPP Funds: $0 (Federal) + $1,000,000 (Other) = $1,000,000 (Total) FY 2026 Construction (C) Phase with SPP Funds: $0 (Federal) + $2,000,000 (Other) = $2,000,000 (Total) FY 2027 Construction (C) Phase with SPP Funds: $0 (Federal) + $2,600,000 (Other) = $2,600,000 (Total)				

MTP Action:	Update total project cost				
TIP Action:	Add existing MTP project to TIP				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	1488	**State ID:**	5-304.10
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 22	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	~~2028~~ 2030
Total Estimated Project Cost:	~~$16,500,000~~ $19,668,000		**Total Cost Programmed in TIP to date:**	$19,668,000	
Description:	Reconstruct KY 22 from KY-329 to Abbott Lane (2004BOPC)(08CCR)(10CCR)(12CCR). Final segment of KY-22 corridor project will reconstruct KY-22/KY 146 with consideration of a 3-lane section with center turn lane from Pryor Avenue to KY 329Bypass. ~~- 3 lane section with center turn lane. From MP 3.250 to MP 3.929. CHAF ID IP2019OO82.~~				
Justification:	Reconstruct KY-22/KY146 with consideration of a 3 lane section with center turn lane from Pryor Avenue to KY-329 Bypass. KY-146 MP 2.018 to MP 2.360 and KY-22 MP 3.250 to MP 3.929. This is unconstructed child project of parent 5-304.00 KY22 from KY329 to Abbott Lane. The following needs have been identified for this project: 1) Improve Capacity, 2) Provide an improved highway that meets current safety design standards, 3) Enhance network connections, 4) Implement a long-term regional priority, 5) Serve recent and planned growth.				
FY 25-28 TIP Funding:	FY 2027 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $2,560,000 (Other) = $2,560,000 (Total) FY 2027 Utilities (U) Phase with SPP Funds: $0 (Federal) + $2,540,000 (Other) = $2,540,000 (Total) FY 2028 Construction (C) Phase with SPP Funds: $0 (Federal) + $12,340,000 (Other) = $12,340,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80314.00
County:	Oldham	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	KY 362	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2032
Total Estimated Project Cost:	$27,900,000		**Total Cost Programmed in TIP to date:**	$27,900,000	
Description:	Improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County Line to KY 146 (In and south of of Pewee Valley). Includes consideration of a 3 lane widening with a two-way left turn lane and bike/ped accomodations. IP20130132				
Justification:	The purpose of this project is to improve safety, access, and address geometric deficiencies along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). This project is needed because of a high crash rate, substandard curves, lane widths, narrow shoulders and drainage issues along KY 362 from the Oldham/Shelby County line to KY 146 (in and south of Pewee Valley). A new corridor (Old Henry Road) will eventually tie into this section of roadway creating additional demand.				
FY 25-28 TIP Funding:	FY 2025 Planning (P) Phase with SPP Funds: $0 (Federal) + $200,000 (Other) = $200,000 (Total) FY 2026 Design (D) Phase with SPP Funds: $0 (Federal) + $1,960,000 (Other) = $1,960,000 (Total) FY 2028 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $1,820,000 (Other) = $1,820,000 (Total) FY 2028 Utilites (U) Phase with SPP Funds: $0 (Federal) + $1,500,000 (Other) = $1,500,000 (Total)				

MTP Action:	Update OTP				
TIP Action:	Add TIP year funding and additional State ID				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	389	**State ID:**	5-553.00 & 5-80334.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-64	**Funding Source:**	National Highway System (NHS)	**Open to Public (OTP) Date:**	~~2035~~ 2032
Total Estimated Project Cost:	$36,550,000		**Total Cost Programmed in TIP to date:**	~~$250,000~~ $4,820,000	
Description:	Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting.				
Justification:	This project is needed because the capacity of I-64 between the Kennedy interchange and I-264 (Watterson Expressway) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility. This section of I-64 also has several high-crash locations and is an important freight corridor.				
FY 25-28 TIP Funding:	FY 2027 Design (D) Phase with NHS Funds: $2,040,000 (Federal) + $510,000 (Other) = $2,550,000 (Total) FY 2028 Right of Way (ROW) Phase with NHS Funds: $1,192,000 (Federal) + $298,000 (Other) = $1,490,000 (Total) FY 2028 Utilites (U) Phase with NHS Funds: $424,000 (Federal) + $106,000 (Other) = $530,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Non-exempt		**Model Impact:**	Add to the 2030, 2035, 2040 and 2050 scenarios	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80342
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 42	**Funding Source:**	Federal (FED)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$5,650,000		**Total Cost Programmed in TIP to date:**	$5,650,000	
Description:	Roadway reconfiguration, one-way to two-way conversion. (2024CCN) Project will consider converting Story Ave. and Mellwood Ave. from one-way to two-way traffic through the I-64 couplet interchanges starting at Spring Street and ending at Frankfort Avenue. Project will also consider modifying the interchange ramps at both interchanges to accommodate the new two-way traffic pattern.				
Justification:	This project is needed to increase traffic and pedestrian/biking safety along US 42 from Johnson St to Brownsboro Rd. This project is in an urban location with numerous pedestrians/cyclists, transit, and on-street parking. All modes of travel need to have adequate facilities in order to decrease conflicts among modes. During the morning and afternoon peak periods, the corridor is used as a commuting route between downtown Louisville and residential neighborhoods. The extra through lanes used to move peak volumes result in vehicular traffic traveling along the corridor at higher speed than typical residential and commercial mixed corridors. CDAT LOSS KAB- 2; CO - 2. No CHAF PIF				
FY 25-28 TIP Funding:	FY 2027 Design (D) Phase with FED Funds: $400,000 (Federal) + $100,000 (Other) = $500,000 (Total) FY 2027 Utilites (U) Phase with FED Funds: $1,760,000 (Federal) + $440,000 (Other) = $2,200,000 (Total) FY 2028 Construction (C) Phase with FED Funds: $2,360,000 (Federal) + $590,000 (Other) = $2,360,000 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80300.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	US 31	**Funding Source:**	State Construction Funds (SPP)	**Open to Public (OTP) Date:**	2032
Total Estimated Project Cost:	$25,600,000		**Total Cost Programmed in TIP to date:**	$25,600,000	
Description:	Transportation System Management (TSM) & Transportation Demand Management activities on US 31E (Bardstown Rd) between Douglass Boulevard & Hikes Lane. Transportation System Management projects are intended to improve the operation capacity of existing.				
Justification:	The surrounding land uses are residential and commercial, and are densely developed in areas along this segment with limited ROW. This segment is used to access a wide variety of uses. The adequacy rating data suggests current issues with crashes, and pavement condition. Currently congestion is approaching high levels, especially at peak hours. This is especially true north of KY 155 and at the I-264 interchange, both intersecting with this particular segment. CHAF PIF IP20080001				
FY 25-28 TIP Funding:	FY 2026 Planning (P) Phase with SPP Funds: $0 (Federal) + $200,000 (Other) = $200,000 (Total) FY 2026 Design (D) Phase with SPP Funds: $0 (Federal) + $1,740,000 (Other) = $1,740,000 (Total) FY 2028 Right of Way (ROW) Phase with SPP Funds: $0 (Federal) + $3,920,000 (Other) = $3,920,000 (Total) FY 2028 Utilites (U) Phase with SPP Funds: $0 (Federal) + $4,080,000 (Other) = $4,080,000 (Total) *FY 2030 Construction (C) Phase with SPP Funds: $0 (Federal) + $15,660,000 (Other) = $15,660,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	**KIPDA ID:**	NEW	**State ID:**	5-80321.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	I-264	**Funding Source:**	National Highway System (NHS)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	$3,700,000		**Total Cost Programmed in TIP to date:**	$3,700,000	
Description:	Address congestion and safety issues in the vicinity of Breckenridge Lane (KY 1932) and Dutchman's Lane intersection. CHAF ID IP20170070 Same as former SYP project 5-574.00				
Justification:	The purpose of this project is to improve: 1) Traffic flow on roadways during peak travel hours, 2) Safety for vulnerable users, and 3) Air quality. The following needs have been identified for this project: 1) Access management issues, 2) Deficient roadway capacity, and 3) Incomplete pedestrian connections (including lack of a sidewalk in the southwest quadrant of the intersection). KAB Loss=3, CO Loss=3				
FY 25-28 TIP Funding:	FY 2027 Design (D) Phase with NHS Funds: $600,000 (Federal) + $150,000 (Other) = $750,000 (Total) FY 2027 Right of Way (ROW) Phase with NHS Funds: $240,000 (Federal) + $60,000 (Other) = $300,000 (Total) FY 2027 Utilites (U) Phase with NHS Funds: $320,000 (Federal) + $80,000 (Other) = $400,000 (Total) FY 2028 Construction (C) Phase with NHS Funds: $2,000,000 (Federal) + $500,000 (Other) = $2,500,000 (Total)				

MTP Action:	Remove redundant project. See KYTC project - State ID 5-80321.00.				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	1915	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Dutchmans & Breckenridge Lane Intersection Improvements	**Funding Source:**		**Open to Public (OTP) Date:**	2035
Total Estimated Project Cost:	$2,500,000		**Total Cost Programmed in TIP to date:**	$0	
Description:	Lane additions for Breckenridge Lane south of Dutchmans Lane; Dutchmans Parkway west of Breckenridge Lane and Dutchmans Lane east of Breckenridge Lane. The average daily traffic for these three approaches need further evaluation for additional lanes. Lanes re-assignment may occur which may also require signal phase modification. Sidewalks will also be provided on Dutchmans Parkway.				
Justification:	Mitigate congestion and improve access for pedestrians.				
FY 25-28 TIP Funding:	N/A				
MTP Action:	None				
TIP Action:	Add previous TIP project back into the TIP, add State ID and shift funding				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	1791	**State ID:**	5-3026
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	LaGrange Road Pedestrian Facilities Project	**Funding Source:**	Transportation Alternatives Program - State (TAP -ST)	**Open to Public (OTP) Date:**	~~2025~~ 2026
Total Estimated Project Cost:	$1,695,500		**Total Cost Programmed in TIP to date:**	$1,695,500	
Description:	Construction of sidewalks along LaGrange Road from Lyndon Lane to Bowen Elementary School.				
Justification:	Addition of pedestrian facilities.				
FY 25-28 TIP Funding:	~~*FY 2010 Construction (C) phase with TE-ST funds:~~ ~~$1,356,400 (Federal) + $339,100 (Other) = $1,695,500 (Total)~~ *FY 2010 Construction (C) phase with TAP-ST funds: $532,586 (Federal) + $133,147 (Other) = $665,733 (Total) FY 2026 Construction (C) phase with TAP-ST funds: $823,814 (Federal) + $205,953 (Other) = $1,029,767 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	N/A				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	1423	**State ID:**	5-499.00 5-3032.00
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	River Road Bicycle & Pedestrian Improvements	**Funding Source:**	Surface Transportation Block Grant - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	2045
Total Estimated Project Cost:	~~$22,000,000~~ $26,000,000		**Total Cost Programmed in TIP to date:**	~~$2,296,125~~ $266,250	
Description:	Design and construct an accessible shared-use path system connecting the Riverwalk section of the Louisville Loop from Big Four Bridge in Waterfront Park to the Northeast section of the Louisville Loop in Prospect at River Road and US 42. This corridor is approximately 8.5 miles of the 100+ mile Louisville Loop.				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 25-28 TIP Funding:	~~*FY 2016 Design (D) phase with CMAQ-ST funds:~~ ~~$511,062 (Federal) + $127,766 (Other) = $638,828 (Total)~~ ~~*FY 2017 Right of Way (ROW) Phase with CMAQ-ST Funds:~~ ~~$64,000 (Federal) + $16,000 (Other) = $80,000 (Total)~~ ~~*FY 2017 Utilities (U) Phase with CMAQ-ST Funds:~~ ~~$72,000 (Federal) + $18,000 (Other) = $90,000 (Total)~~ ~~*FY 2018 Construction (C) Phase with CMAQ-ST Funds:~~ ~~$976,838 (Federal) + $244,209 (Other) = $1,221,047 (Total)~~				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding and total estimated project cost, clarify project description and add State ID				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2980	**State ID:**	5-584.00
County:	Jefferson	**Parent ID:**	1423	**Group ID:**	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)	**Funding Source:**	Carbin Reduction Program - MPO (CRP-MPO)	**Open to Public (OTP) Date:**	2029
Total Estimated Project Cost:	~~$4,187,500~~ $4,562,500		**Total Cost Programmed in TIP to date:**	~~$4,187,500~~ $4,562,500	
Description:	Design and construct an accessible shared-use path system, including amenities; and make improvements to portions of an existing shared-use path (approximate locations from the Big Four Bridge to Eve Bandman Park and Zorn Avenue to Indian Hills Trail) that connects the Big Four Bridge to Caperton Swamp. ~~This corridor is~~ These sections total approximately 3.5 miles of the 100+ mile Louisville Loop.				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 25-28 TIP Funding:	*FY 2022 Design (D) phase with STBG-MPO funds: $300,000 (Federal) + $75,000 (Other) = $375,000 (Total) FY 2025 Design (D) phase with CRP-MPO funds: $550,000 (Federal) + $137,500 (Other) = $687,500 (Total) FY 2026 Right of Way (ROW) Phase with CRP-MPO Funds: $88,000 (Federal) + $22,000 (Other) = $110,000 (Total) FY 2026 Utilities (U) Phase with CRP-MPO Funds: $28,000 (Federal) + $7,000 (Other) = $35,000 (Total) FY 2028 Construction (C) Phase with CRP-MPO Funds: $2,696,000 (Federal) + $659,000 (Other) = $3,355,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Correct FY16-FY22 TIP funding, add TIP year funding and update total estimated project cost				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2979	**State ID:**	5-3036.00
County:	Jefferson	**Parent ID:**	1423	**Group ID:**	N/A
Project Name:	Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)	**Funding Source:**	Carbon Reduction Program - MPO (CRP-MPO)	**Open to Public (OTP) Date:**	2030
Total Estimated Project Cost:	~~$9,170,000~~ $6,757,875		**Total Cost Programmed in TIP to date:**	~~$4,700,000~~ $6,757,875	
Description:	Design and construct an accessible shared-use path system, including amenities, that connects the Lewis & Clark Bridge to US 42 in Prospect. This corridor is approximately 2.5 miles of the 100+ mile Louisville Loop.				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				

	*FY 2016 Design (D) Phase with CMAQ-ST Funds: $228,000 (Federal) + $57,000 (Other) = $285,000 (Total) *FY 2018 Design (D) Phase with CMAQ-ST Funds: $18,400 (Federal) + $4,600 (Other) = $23,000 (Total) *FY 2020 Design (D) Phase with CMAQ-ST Funds: $213,928 (Federal) + $53,482 (Other) = $267,410 (Total) *FY 2022 Design (D) Phase with CMAQ-ST Funds: $75,017 (Federal) + $18,754 (Other) = $93,771 (Total)
KIPDA ID 2979 cont. **FY 25-28 TIP Funding:**	FY 2026 Design (D) Phase with CMAQ-ST Funds: $240,000 (Federal) + $60,000 (Other) = $300,000 (Total) FY 2026 Right of Way (ROW) Phase with CMAQ-ST Funds: $10,000 (Federal) + $2,500 (Other) = $12,500 (Total) FY 2026 Utilities (U) Phase with CMAQ-ST Funds: $10,000 (Federal) + $2,500 (Other) = $12,500 (Total) *FY 2029 Construction (C) Phase with CMAQ-ST Funds: $850,955 (Federal) + $212,739 (Other) = $1,063,694 (Total) *FY 2029 Construction (C) Phase with CRP-MPO Funds: $3,760,000 (Federal) + $940,000 (Other) = $4,700,000 (Total)
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years	

MTP Action:	Update description to remove redundancies with other projects and update the Total Estimated Project Cost				
TIP Action:	Update TIP funding records				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	1273	**State ID:**	5-506.00 & 5-3709
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Olmsted Parkways Multi-Use Path System	**Funding Source:**	N/A	**Open to Public (OTP) Date:**	~~2030~~ 2035
Total Estimated Project Cost:	~~$55,000,000~~ $57,000,000		**Total Cost Programmed in TIP to date:**	$4,441,000 $1,953,000	
Description:	Construct a multi-use path system connecting Algonquin, Southwestern and Southern Parkways with existing trails to create a continuous 8 miles of connected paths for pedestrians and bicyclists. ~~Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler, Southern Parkway from New Cut Road to South 3rd Street.~~				
Justification:	The Ohio River Valley Northeast corridor of the Loop will provide an accessible shared-use path system to allow pedestrians and bicyclists to safely connect from neighborhoods to parks, schools, workplaces, and other community facilities on mostly off-road facilities. It will provide safe alternative transportation routes for pedestrians and bicyclists such as younger children and families who prefer not to ride on the road. On-street bike facilities will also be incorporated where possible to accommodate more experienced riders who prefer to ride on roadways, because the Loop intends to serve all categories of bicyclists.				
FY 25-28 TIP Funding:	~~*FY06 Construction (C) phase with CMAQ-ST funds:~~ ~~$515,200 (Federal) + $128,800 (Other) = $644,000 (Total)~~ ~~*FY07 Construction (C) phase with CMAQ-ST funds:~~ ~~$515,200 (Federal) + $128,800 (Other) = $644,000 (Total)~~ ~~*FY09 Design (D) phase with CMAQ-ST funds:~~ ~~$960,000 (Federal) + $240,000 (Other) = $1,200,000 (Total)~~				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding, total estimated project cost and OTP				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	2622	**State ID:**	5-3709.00
County:	Jefferson	**Parent ID:**	1273	**Group ID:**	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 1	**Funding Source:**	Surface Transportation Block Group - MPO (STBG-MPO)	**Open to Public (OTP) Date:**	~~2026~~ 2028
Total Estimated Project Cost:	~~$3,437,500~~ $4,335,460		**Total Cost Programmed in TIP to date:**	~~$3,437,500~~ $4,335,460	
Description:	Construction of a 2.0 mile shared use path system along Southwestern and Algonquin Parkway between West Broadway and 41st Street.				
Justification:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 25-28 TIP Funding:	FY26 Right of Way (ROW) phase with CMAQ-ST funds: $80,000 (Federal) + $20,000 (Other) = $100,000 (Total) ~~FY25 Construction (C) phase with STBG-MPO funds:~~ ~~$2,750,000 (Federal) + $687,500 (Other) = $3,437,500 (Total)~~ FY26 Construction (C) phase with STBG-MPO funds: $2,750,000 (Federal) + $687,500 (Other) = $3,437,500 (Total) FY26 Construction (C) phase with CMAQ-ST funds: $638,368 (Federal) + $159,592 (Other) = $797,960 (Total)				

MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Louisville Metro	**KIPDA ID:**	NEW	**State ID:**	
County:	Jefferson	**Parent ID:**	N/A	**Group ID:**	N/A
Project Name:	Shelby Park and Smoketown Traffic Calming, Safety, and Connectivity	**Funding Source:**	Community Project Funding (CPF)	**Open to Public (OTP) Date:**	2027
Total Estimated Project Cost:	$3,000,000		**Total Cost Programmed in TIP to date:**	$3,000,000	
Description:	Building off the Preston Corridor Plan and Logan and Shelby Street two-way conversions, this project will study and develop traffic calming, safety, and connectivity improvements in the Shelby Park and Smoketown neighborhoods with a focus on safety near schools and parks.				
Justification:	The Preston Corridor Plan identified traffic calming and connectivity as important considerations in Shelby Park and Smoketown. In addition, the nearby two-way conversion of Logan and Shelby Streets will create new traffic patterns in the neighborhood. A comprehensive network analysis that takes into these considerations and changes will will result in important safety improvements for all street users. A $2.4M federal Community Project Fund grant, plus a local match, have been allocated for this purpose.				
FY 25-28 TIP Funding:	FY26 Design (D) phase with CPF funds: $400,000 (Federal) + $100,000 (Other) = $500,000 (Total) FY26 Construction (C) phase with CPF funds: $2,000,000 (Federal) + $500,000 (Other) = $2,500,000 (Total)				

MTP Action:	N/A				
TIP Action:	Add new child project to KIPDA ID 585				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	NEW	**Transit ALI Code:**	11.7C.00
County:	Jefferson	**Parent ID:**	585	**Group ID:**	N/A
Project Name:	Purchase Paratransit Vehicles	**Funding Source:**	Transit Capital	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	$1,350,000		**Total Cost Programmed in TIP to date:**	$1,100,000	
Description:	Purchase modified vans for paratransit service.				
Justification:	TARC will replace a number of modified vans used for paratransit operations. The vehicles to be replaced have exceeded their useful life and TARC's useful life benchmark.				
FY 25-28 TIP Funding:	FY 2025 Transit Capital phase with Section 5339 funds: $560,000 (Federal) + $140,000 (Other) = $700,000 (Total) FY 2026 Transit Capital phase with Section 5307 funds: $320,000 (Federal) + $80,000 (Other) = $400,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and total project cost to child project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	3168	**Transit ALI Code:**	11.42.08
County:	Jefferson	**Parent ID:**	585	**Group ID:**	N/A
Project Name:	Management Information System Software	**Funding Source:**	Transit Capital	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	~~$5,500,000~~ $8,375,000		**Total Cost Programmed in TIP to date:**	~~$5,500,000~~ $8,375,000	
Description:	Purchase computer software to support operations and administration. Specifically, this project will support the replacement of TARC's CAD/AVL system.				
Justification:	TARC's existing CAD/AVL system is 15 years old, beyond end of life and no longer supportable. CAD/AVL is critical to TARC operations and the provision of customer information.				
FY 25-28 TIP Funding:	~~FY 2025 Transit Capital phase with Section 5307 funds:~~ ~~$100,000 (Federal) + $25,000 (Other) = $125,000 (Total)~~ FY 2025 Transit Capital phase with Section 5307 funds: $2,400,000 (Federal) + $600,000 (Other) = $3,000,000 (Total) FY 2026 Transit Capital phase with Section 5307 funds: $100,000 (Federal) + $25,000 (Other) = $125,000 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and total project cost to child project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	3172	**Transit ALI Code:**	11.42.09
County:	Jefferson	**Parent ID:**	585	**Group ID:**	N/A
Project Name:	Security Enhancements	**Funding Source:**	Transit Capital	**Open to Public (OTP) Date:**	2026
Total Estimated Project Cost:	~~$1,214,794~~ $2,526,775		**Total Cost Programmed in TIP to date:**	~~$1,214,794~~ $2,526,775	
Description:	Purchase security equipment for TARC facilities and vehicles				
Justification:	TARC will acquire, replace or upgrade surveillance and access control and other equipment to ensure the safety of its employees and customers.				
FY 25-28 TIP Funding:	~~FY 2025 Transit Capital phase with Section 5307 funds:~~ ~~$201,055 (Federal) + $50,264 (Other) = $251,319 (Total)~~ FY 2025 Transit Capital phase with Section 5307 funds: $450,640 (Federal) + $112,660 (Other) = $563,300 (Total) FY 2025 Transit Capital phase with Section 5339 funds: $800,000 (Federal) + $200,000 (Other) = $1,000,000 (Total) FY 2026 Transit Capital phase with Section 5307 funds: $205,076 (Federal) + $51,269 (Other) = $259,345 (Total)				

MTP Action:	N/A				
TIP Action:	Update TIP funding and total project cost to child project				
Exempt/Non Exempt:	Exempt		**Model Impact:**	No change to the model	
Project Sponsor:	Transit Authority of River City (TARC)	**KIPDA ID:**	3176	**Transit ALI Code:**	11.44.03
County:	Jefferson	**Parent ID:**	585	**Group ID:**	N/A
Project Name:	Rehab Administrative Building/ Maintenance Facilities	**Funding Source:**	Transit Capital	**Open to Public Date:**	2026
Total Estimated Project Cost:	~~$4,650,000~~ $9,025,000		**Total Cost Programmed in TIP to date:**	~~$4,650,000~~ $9,025,000	
Description:	Rehabilitate an administrative and/or maintenance facility.				
Justification:	This project will renovate or rehabilitate a portion or component of a TARC facility in order to reduce operating costs and maintain a state of good repair. The renovation project will improve a facility or portion of a facility in poor condition to a like new condition.				
FY 25-28 TIP Funding:	FY 2025 Transit Capital phase with Section 5339 funds: $400,000 (Federal) + $100,000 (Other) = $500,000 (Total) FY 2025 Transit Capital phase with Section 5307 funds: $3,500,000 (Federal) + $875,000 (Other) = $4,375,000 (Total) FY 2026 Transit Capital phase with Section 5339 funds: $400,000 (Federal) + $100,000 (Other) = $500,000 (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.

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 determnations 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 THE 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 the 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*.

The IAC meeting was held as a video conference on July 15, 2025 at 1:00 PM EDT. A summary of the meeting follows.

Participants:
EPA – Simone Jarvis
FHWA – Tonya Higdon
KYTC – Tom Hall, Isidro Delgado
INDOT – Julie Feltner, Hayley Thomas, Allison Gross
LMAPCD – Matt King, Rachel Hamilton, Libert Niyonkuru, Flannery O'Neil
KYDAQ – Blake Borwig, Claire Oyler, Kevin Davis
IDEM – Shawn Seals
TARC – Aida Copic
KIPDA – Spencer Williams, Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles, Andy Rush

Welcome/Roll Call:
A total of 22 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendment 10 of KIPDA's *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and Amendment 1 of the *FY 2025-2028 Transportation Improvement Program* (TIP). Andy Rush started the meeting at 1:00pm and took the roll.

Project Discussion:
Chris Nicolas reviewed the schedule for this amendment process and began to review the individual projects in the amendment. KIPDA has deemed all the INDOT projects in this amendment to be exempt. No comments or questions regarding the INDOT projects were made by the group.

Chris Nicolas began to explain the proposed changes to a variety of KYTC projects in the amendment. Tonya Higdon joined the meeting at 1:15pm. Chris Nicolas continued to explain KYTC projects. No comments or questions were raised about any projects to this point in the meeting. Ms. Higdon commented that State ID 5-80345 has a potentially contradictory project name (KY 22) and project description (US 22) that needs clarification. Ms. Nicolas committed to correcting the issue. Tom Hall provided further explanation to the proposed adjustments to the description of KIPDA ID 1488 / State ID 5-304.10. KYTC and KIPDA desire to align the description in the TIP/STIP with the 2024 – 2030 Kentucky Enacted Highway Plan (SYP). Simone Jarvis asked to confirm the exempt/non-exempt status of State ID 5-80300. This project was determined by KIPDA staff as "exempt". Ms. Jarvis concurred with the KIPDA staff determination and explanation. Ms. Nicolas finished discussing the KYTC projects in the amendment and began to review the LPA and TARC projects in Kentucky.

Chris Nicolas stated that Transit ALI Codes have been included as an alternative for State-IDs for transit projects. Matt asked about the definition of "exempt". KIPDA staff stated that exempt can mean "exempt from updating the regional transportation model" or it can mean "exempt from air quality conformity analysis" depending on the project and the changes involved, but for the amendment

document under review, “exempt” means that the results of the project would not result in a significant change to air quality in the region and therefore does not need to be included in the air quality analysis. If a project has a significant effect one way or another on air quality, then they would likely be considered non-exempt. Mr. Rush explained that if there is “no change to the model” that doesn’t necessarily mean that the project is not in the model, but that the changes proposed in the amendment do not result in a change to the existing model. Ms. Jarvis added that the exempt projects lists mentioned by Randy Simon can be found at 40 CFR 93.126 and 93.127.

Ms. Nicolas reviewed air quality text changes to the FY25-FY28 TIP. Ms. Jarvis suggested a slight grammar-related edit to the draft text. Ms. Higdon noted that the text should be consistent in its labelling of “EPA”. Ms. Jarvis asked Ms. Nicolas to send out an updated draft of the proposed text changes after the meeting. Ms. Nicolas committed to sending out an updated draft for review for the group. Clair Oyler raised a concern that Figure 23 could be visually problematic for individuals with color blindness. Ms. Higdon provided a couple of potential alternative designs for Figure 23. Ms. Nicolas noted those accessibility concerns. The group will have at least until July 18th to review the aforementioned text edits. Mr. Rush emphasized that the final draft will need to be finished by the mailout date for KIPDA’s August TTCC meeting. Mr. Simon presented the KIPDA plan for the model years of air quality analysis and confirmed the status of adjustments regarding future potential changes to reformulated gasoline in the KIPDA region.

Meeting adjourned at 1:59pm.

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 had 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. During Amendment ~~8~~ 10 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).

<u>MOVES Emissions Model</u>
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 MOVES 4 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 fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is 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, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties 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, Floyd, and Jefferson (KY) 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 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. As mentioned above, RFG is used in some portions (the "original" portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the "new" portions) of those counties as well as the areas adjacent to the nonattainment area. The "original" portions and "new" portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990's) or had only been designated under the 1997 8-hour ozone standard. 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 determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. 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.

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 and 2030, 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
2025	8073	26512	34585
2030	8486	27941	36427
2035	8908	29269	38177
2040	9347	30478	39825
2050	10220	32868	43088

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	**Area**	**VOCs**	**NOx**	**PASS**
2025	**Regional**	**7958**	**15579**	**YES**
2030		**5735**	**9903**	**YES**
2035		**4616**	**6518**	**YES**
2040		**3889**	**5143**	**YES**
2050		**3134**	**4265**	**YES**

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

2025 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.

2025 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	7958	15579	YES
2030		5735	9903	YES
2035		4616	6518	YES
2040		3889	5143	YES
2050		3134	4265	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.

Amendment to the FY 2025-2028 Transportation Improvement Program & Connecting Kentuckiana 2050 Metropolitan Transportation Plan
Public Comments

Project Name: LaGrange Road Pedestrian Facilities Project
Sponsor: Louisville Meto
KIPDA ID: 1791
Comments:

- Wonderful to add sidewalks here for the schools and businesses and residents, to provide a car alternative and relieve car driver congestion.

Project Name: River Road Bicycle & Pedestrian Improvements
Sponsor: Louisville Metro
KIPDA ID: 1423
Comments:

- This project should be top of the list to be implemented as cycling along river road east of the big four bridge is horribly unsafe. Access to Champions Park and other businesses is currently nonexistent for most non-drivers.
- I support this project but urge that the city build it sooner than 2045!
- Very cool but 20 year timeline is ridiculous. You can birth and raise a whole human being in that time frame.
- This is a huge and needed safety improvement that will protect people already biking/walking, and reduce traffic congestion. Will also connect to the new KYTC project in Prospect with MUPs from River Road to Ken Carla.
  Please include improvements to pedestrian and cyclist safety on Zorn Ave as well. That road looks like and is treated like an interstate by drivers. These improvements sound wonderful and need to be easily accessed via Zorn Ave.

Project Name: Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)
Sponsor: Louisville Metro
KIPDA ID:
Comments:

- As part of this project, can you add a clear, safe, bike ped crossing at Witherspoon and River Rd so people from the city, Butchertown, stadium, etc can access this path and the ped bridge safely? Unsafe and dangerous to cross now.
- Seconding the request for a safe crossing at Witherspoon!

Project Name: Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)
Sponsor: Louisville Metro
KIPDA ID: 2979
Comments:

- Would prefer that this continue along River Rd, instead of detouring around through the neighborhoods.

Project Name: Olmsted Parkways Multi-Use Path System
Sponsor: Louisville Metro
KIPDA ID: 1273
Comments:

- **Very much in support of this, and other similar projects!**
- **Wonderful! Yes please!**
- **Yes finally, please do it sooner! Let's restore these paths that were there originally on our Olmsted parkways. Adding this on Eastern Parkway too would create a true, urban, Louisville Loop.**
- **Totally support, would be a tremendous asset to the community for both practical and recreational cyclists and other users!**

Project Name: Management Information System Software
Sponsor: Transit Authority of River City (TARC)
KIPDA ID: 3168
Comments:

- **Thank you for supporting this needed project.**
- **Thank you for improving the passenger experience for bus riders! It is very nice to be able to track your bus and have peace of mind that it will arrive.**

Project Name: Rehab Administrative Building/ Maintenance Facilities
Sponsor: Transit Authority of River City (TARC)
KIPDA ID: 3172
Comments:

- **Great historic building that needs this maintenance. Hopefully we can keep it functioning until passenger rail returns to Louisville.**

Project Name: KY 2054
Sponsor: KYTC
KIPDA ID: 3386
Comments:

- **I would love to see a creative way to remove all the driveway curb-cuts along these Olmsted Pkwys. Not the original design intent, & creates lots of safety concerns! Can the city pay to reconfigure residents driveways to connect to alley instead of pkwy!?**
- **Removing driveways fronting the pkwy would allow for an amazing multiuse path. Seriously it's so infuriating that most of these homes have perfectly good alley access but the public realm has been degraded to provide a slight convenience for private owner**

Project Name: Shelby Park and Smoketown Traffic Calming, Safety, and Connectivity
Sponsor: Louisville Metro
KIPDA ID:
Comments:

- **This is the type of project that makes neighborhoods safer for everyone. Hoping these communities can have some input on which areas to target.**
- **I fully endorse changes to Breckenridge Caldwell Kentucky Lampton Oak St Catherine and Shelby Parkway**
- **Yes please!!**

- Yes very needed for safety, residents, and businesses! Convert all the streets their original 2 way configuration, and add traffic calming and bump outs to shorten crossings, and protected bike lanes for families and traveling.
- This is great! This neighborhood deserves safer streets for the many people who live here. Please add traffic calming, bump-outs, bike lanes, and bus lanes for TARC 28! The investment will pay off every time a car crash is prevented!
- Our neighbors deserve safer streets and peace of mind! Would love to see 2-way conversions, 4-way stop signs, bump outs, crosswalks, and protected bike lanes added to the area!
- this is great
- In the 3 years we've lived on south Shelby we've seems more than a dozen t bone car accidents at s Shelby and Mary or s Shelby and oak. They're usually run red lights and are very dangerous. This poses an even bigger for pedestrians. This would be huge.
- Fantastic! So many opportunities for removing stop lights, slowing cars, curb bump outs, two-way conversions, protected bike lanes, sidewalk repairs, alley improvements, and literally anything else that will SLOW the cars.

Project Name: US 42
Sponsor: KYTC
KIPDA ID:
Comments:

- This should be a priority, converting to two-way is a step in the right direction for making transportation safer for everyone along this corridor. Would love better/new bike/ped facilities along this area and perhaps bus stop improvements.
- Prioritize this safety improvement of two way restoration!
- Generally seems like a good plan, & support safety/access imprvmnts. My blistering hot take is these ramps should be closed & watch Butchertown & lower Frankfort/Brownsboro flourish. Downtown, Zorn, Grinstead are plenty close to provide highway access.

Project Name: US 31
Sponsor: KYTC
KIPDA ID:
Comments:

- Hoping this project leads to better bike/ped facilities and better transit amenities, reducing VMT on this stretch makes it more livable Hoping this project includes improved facilities for bikers and walkers, in particular anything that can make safer to cross street on foot. I do not support any road widening. Would like to see trees along this section!
- Keep this 2 driving and 2 parking lanes the whole way, like it is to the north. Make sure there are sidewalks and multiuse paths the whole way connect to the forthcoming funded Norris/Douglass bike lanes.
- Please only widen where there are major left turning movements. Also we need better timed traffic lights.
- Bike and bus facilities are needed along this stretch. There is a large amount of pedestrian traffic and little to no accomodation for anything but car traffic. Dangerous and unpleasant on foot or bike. Desperate need for bus lanes.

- I would love to see multimodal improvements to this corridor.

Project Name: I-264
Sponsor: KYTC
KIPDA ID:
Comments:
- Ensure bike and ped crossings are safe and short.
- Lol good luck

Project Name: KY 362
Sponsor: KYTC
KIPDA ID:
Comments:
- This 28 million could be more effectively spent elsewhere to help more people, instead of widening this road.

Project Name: KY 22 (Haunz Lane to KY 329)
Sponsor: KYTC
KIPDA ID: 3378
Comments:
- Yes add bike ped multiuse path and crossings. But no need to widen the road or add more lanes.

Project Name: KY 245
Sponsor: KYTC
KIPDA ID:
Comments:
- This is outside of KIPDA's operating area. Use this 38 million on projects that help more people in the KIPDA urban core.

**project was incorrectly mapped outside of KIPDA region. Corrected*

Project Name: KY 1526
Sponsor: KYTC
KIPDA ID:
Comments:
- 20 million could be better spent elsewhere

Project Name: I-71 (Soundwall SB Darby Point)
Sponsor: KYTC
KIPDA ID:
Comments:
- I'm not opposed to soundwalls in general. I'm opposed to the installation of clear acylic panels. The material to be used for this project isn't specified. If acyrlic is used, panels should be modified at manufacture with a bird strike deterrent.

Project Name: I-71
Sponsor: KYTC
KIPDA ID:
Comments:

- I do not support spending $49 million of tax funding to widen this highway.
- Do not spend 48 million dollars to widen this expressway and increase maintenance costs forever!
- I do not think that $48 million to widen a short stretch of freeway here is a good usage of limited funding. That level of money could make a huge impact if it was used for smaller and safety focused project. We need to think smarter, not harder.
- It is utter insanity to spend as much money as we do building and widening highways instead of fixing the sidewalks in our neighborhoods and funding transit.

Project Name: I-71 (Soundwall NB Springhill)
Sponsor: KYTC
KIPDA ID:
Comments:

- I'm not opposed to soundwalls in general. I'm opposed to the installation of clear acylic panels. The material to be used for this project isn't specified. If acyrlic is used, panels should be modified at manufacture with a bird strike deterrent.

Project Name: KY 44 (I-65 to Chimney Rock Drive)
Sponsor: KYTC
KIPDA ID:
Comments:

- 39 million is so much to spend here

Project Name: KY 44 (Roadway/Bridge Improvements)
Sponsor: KYTC
KIPDA ID:
Comments:

- Raising the road seems good, but if no need to widen

Project Name: US 150 (Broadway)
Sponsor: KYTC
KIPDA ID:
Comments:

- Hoping this is the start of many safety improvements along Broadway. Broadway All the Way is a great project so I hope to see it all come together to build a better transportation network along this corridor.
- This is great please make sure to reduce lanes, add bus only lanes for our most used bus corridor (even with TARC redesign), and add protected bike lanes to connect to Barret bike lane plan.
- Broadway improvements have been a long time coming, and it's good to see it getting closer to becoming real! This street definitely needs to be thinned out and to have bus and bike lanes. I will be very happy when this street is no longer a drag strip.
- this is great
- Absolutely does not need so many lanes. Assuming this would be the beginning of the implementation of the Broadway All the Way plan? Regardless, 100% love it.

Project Name: Safety Improvements for Various Sections on CS 1012F, CS 1010F, CS 1037F and CS 1042F
Sponsor: KYTC
KIPDA ID:
Comments:

- Thank you please make this expressway safe to cross for people on bikes and on foot.
- very much needed. Please remove that pedestrian overpass. aint noone using that
- Yes, the highway creates a connectivity barrier between neighborhoods east and west and establishing safe and comfortable ways to bridge that divide should be a high priority.

Project Name: US 42 Mellwood Ave
Sponsor: KYTC
KIPDA ID: 3364
Comments:

- Yes, and make sure there are protected bike lanes for safety and vulnerable road users.
- this is great
- Totally support traffic calming and improved protected bike/ped infrastructure in this area and extending/connecting to the coming lanes on Main/Market.

Project Name: US 42 Story Ave
Sponsor: KYTC
KIPDA ID: 3363
Comments:

- Please use all the space and some funding to add protected bike lanes, to connect to the new ones just added at Main and Story and Baxter!
- Totally support traffic calming and improved protected bike/ped infrastructure in this area and extending/connecting to the coming lanes on Main/Market.

Project Name: KY 22 (Reconfiguration)
Sponsor: KYTC
KIPDA ID:
Comments:

- Support filling in gaps in sidewalk!
- Always love to see improved sidewalk connectivity!

Project Name: EV Charging Station at I-65 (location 116)
Sponsor: KYTC
KIPDA ID:
Comments:

- why is this tax payer funded?

Project Name: Dutchmans & Breckenridge Lane Intersection Improvements
Sponsor: Louisville Metro
KIPDA ID:
Comments:

- Thank you for reevaluating the need for more lanes here.
- We don't need more lanes we need ways for seniors and strollers to cross under the interstate

U.S. Department of Transportation
Federal Highway Administration

Kentucky Division

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September 25, 2025

In Reply Refer To:
HDA-KY

Mr. Jarrett Haley, Executive Director
Louisville Area Metropolitan Planning Organization
c/o Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following document(s):

Amendment 10 to the 2050 Metropolitan Transportation Plan (MTP) and
Amendment 1 to the 2025-2028 Transportation Improvement Program (TIP) for the
Louisville Area Metropolitan Planning Organization (MPO)
(MPO approved resolution signed on August 28, 2025)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We also found that these documents met the criteria outlined in the July 1, 2004, Transportation Conformity Rule Amendments for New 8-hr Ozone and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find that these documents conform to the 2015 8-hour Ozone NAAQS.

Should you have any questions or need additional information, please contact Tonya Higdon, Transportation Specialist at (502) 223-6734.

Sincerely,

Shundreka R. Givan

Shundreka R. Givan, AICP
Division Administrator

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