I. Proposed Action:

Modify the KYTC’s FY 2019-2022 Statewide Transportation Improvement Program (STIP) to include the Louisville/Jefferson County, KY-Indiana Metropolitan Planning Organization’s Amendment #1 to the FY 2020-2025 Transportation Improvement Program (TIP).

Location:

Louisville/Jefferson County, KY-Indiana Metropolitan Planning Area

II. Scope of Activity:

See the attachments for detail information.

III. Additional Remarks:

This modification to the STIP will become part of the 2018 STIP end of Federal Fiscal Year 2020 “fiscal constraint” recalculations.

IV. Administrative Modification Approval:

Modification Recommended for Approval:  

Kentucky Transportation Cabinet  
Ronald B. Rigney, Director  
Division of Program Management  
9-8-20

Approval of Modification:

Federal Highway Administration  
ERIC GABRIEL ROTHERMEL  
Date: 2020.09.09 11:20:51 -04'00"

Recommended by  
Date
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 Office 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 documents:

Amendment 1 to the 2020-2025 Transportation Improvement Program (TIP) and Amendment 1 to the 2040 Metropolitan Transportation Plan (MTP) for the Louisville Area Metropolitan Planning Organization (MPO) (MPO approval date July 23, 2020)

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 these documents meet 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 timely implementation of transportation control measures in the SIP.
We 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 amendments conform to the 2015 8-hour Ozone NAAQS.

Sincerely,

Todd Jeter
Division Administrator

cc: Aviance Webb, FTA-R4
   Erica Tait, FHWA-IN
   Jane Spann, EPA-R4
   Melissa Duff, KEEC-DAQ
   Keith Talley Sr., Louisville Metro APCD
   Laura Douglas and Margaret Handmaker, TARC
   Ron Rigney, KYTC-Program Management
   Mikael Pelfrey, KYTC-Planning
   Amanda Spencer, LOU MPO
A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #1 of the
FY 2020 - FY 2025 Transportation Improvement Program

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

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

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

Whereas, the FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2019 - 2022 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2020 - 2024 STIP, respectively, and will become part of the end of fiscal year "fiscal constraint" recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the July 23, 2020 meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,
Whereas, the KIPDA Transportation Policy Committee is to certify that Connecting Kentuckiana 2040 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

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

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #1 of the Connecting Kentuckiana 2040 Metropolitan Transportation Plan to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

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

Adopted by the KIPDA Transportation Policy Committee on the 23rd day of July 2020.

Mayoral Byron Chapman, Chair
Transportation Policy Committee

Amanda Spencer
KIPDA Transportation Division Director
A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #1 of the
Connecting Kentuckiana 2040 Metropolitan Transportation Plan

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

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

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

Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, Participation Plan, Title VI: Environmental Justice Plan, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of Connecting Kentuckiana 2040, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,
Be It further resolved, that the KIPDA staff is authorized to transmit this amendment of the Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 23rd day of July 2020.

Mayor J. Byron Chapman, Chair
Transportation Policy Committee

Amanda Spencer
KIPDA Director of Transportation
<table>
<thead>
<tr>
<th>Project Number</th>
<th>County</th>
<th>UPRC#</th>
<th>Project Name</th>
<th>Description</th>
<th>Problem &amp; Need</th>
<th>MIP Project Cost</th>
<th>Benefit to Public</th>
<th>Change to TIP</th>
<th>Change to MIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>10046</td>
<td>Tarrant</td>
<td>01227</td>
<td>01032</td>
<td>Add LRT</td>
<td>Reduced travel times and energy consumption by providing a viable public transportation option.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10047</td>
<td>Tarrant</td>
<td>01227</td>
<td>01032</td>
<td>Add LRT</td>
<td>Improved connectivity and economic development by connecting the downtown area to surrounding communities.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10048</td>
<td>Tarrant</td>
<td>01227</td>
<td>01032</td>
<td>Add LRT</td>
<td>Enhanced mobility and quality of life for residents and businesses.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>