

**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 6

Connecting Kentuckiana 2050  
Metropolitan Transportation Plan (MTP)  
&  
Fiscal Year 2023- 2026 Transportation  
Improvement Program (TIP)

TPC Approval Scheduled for  
*May 23, 2024*





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



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #6 of the  
*Connecting Kentuckiana 2050 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 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 2050 Metropolitan Transportation Plan*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,



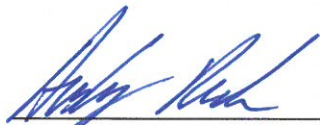
Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



**Be it further resolved**, that the KIPDA staff is authorized to transmit Amendment #6 of the *Connecting Kentuckiana 2050 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 23<sup>rd</sup> day of May 2024.

  
\_\_\_\_\_  
Keith Griffie, Vice Chair  
Transportation Policy Committee

  
\_\_\_\_\_  
Andy Rush, Director  
KIPDA Transportation Division



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



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #6 of  
the FY 2023 - FY 2026 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 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 2023 - FY 2026 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 *FY2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2024 - 2028 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 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the May 23, 2024, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

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**Whereas**, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* 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 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 #6 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 this amendment of the *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 in compliance with federal and state requirements.'

**Adopted** by the KIPDA Transportation Policy Committee on the 23<sup>rd</sup> day of May 2024.

Keith Griffie, Vice Chair  
Transportation Policy Committee

Andy Rush, Director  
KIPDA Transportation Division



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



**FY 2023-2026 Transportation Improvement Program  
&  
Connecting Kentuckiana 2050 Metropolitan Transportation Plan**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP)

Changes have been proposed to the TIP and MTP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

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

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

- Visiting <https://kipdatransportation.org/amendment6/> and click on the *Amendment 6 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Mail to the following address
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD)

**TIP and MTP Amendment, KIPDA**

**11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the hybrid open house on April 23rd from 5:00 to 6:00 pm at the South Central Regional Library and via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual portion of the public meeting can be found at: <https://kipdatransportation.org/amendment6/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext. 123 or via email at [greg.burress@kipda.org](mailto:greg.burress@kipda.org) for additional questions or information.

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# AMENDMENT 5 SCHEDULE

## Connecting Kentuckiana (CK) 2050 Metropolitan Transportation Plan (MTP) Fiscal Year (FY) 2023 - 2026 Transportation Improvement Program (TIP)

### WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

### KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	March 15, 2023
KIPDA staff completes project review	March 29, 2024
Air quality conformity activities	April 1, 2024- April 15, 2024
Interagency Consultation Group (IAC) Coordination	Week of April 15, 2024
Public comment period	April 23, 2024- May 7, 2024
Transportation Technical Coordinating Committee (TTCC) Recommendation	May 8, 2024
Comments sent to the Transportation Policy Committee (TPC)	May 8, 2024
TPC Action	May 23, 2024

### ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:  
<https://kipdatransportation.org/forms/>





<b>MTP Action:</b>	Transition to Parent Project				
<b>TIP Action:</b>	Move planned TIP funding to new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	233	<b>State ID:</b>	5-373.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819	<b>Funding Source:</b>	State Priority Project (SPP)	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	<del>\$45,280,000</del> \$22,414,910		<b>Total Cost Programmed in TIP to date:</b>	<del>\$11,038,000</del> \$4,584,910	
<b>Description:</b>	Reconstruct and widen Watterson Trail from Plantside Drive to Blankenbaker Parkway. (98CCR). CHAF IP20150319.				
<b>Justification:</b>	Improve safety and mobility. This section of Watterson Trail has many vertical curves that do not meet minimum sight distance criteria for the design speed of the road. Improvements to the horizontal alignment also need to be made, especially at the north end of the project where a 140' radius curve exists. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections named above have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,535,000 (Other) = \$1,535,000 (Total)				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-80258.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	233	<b>Group ID:</b>	N/A
<b>Project Name:</b>	KY 1819 from Bluegrass Parkway to Blankenbaker Parkway	<b>Funding Source:</b>	State Priority Project (SPP)	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$8,935,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,735,000	
<b>Description:</b>	Reconstruct and widen Watterson Trail from Bluegrass Parkway to Blankenbaker Parkway (KY 913) (2022CCN).				
<b>Justification:</b>	Improve safety and mobility. Existing traffic volumes have exceeded the roadway's capacity and future traffic volumes are predicted to increase significantly. In addition, the intersections have less than desirable sight distance and turn radii. The Critical Rate Factors on sections of this roadway are above 0.60 (2012 to 2016).				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Design (D) phase with SPP funds: \$0 (Federal) + \$200,000 (Other) = \$200,000 (Total)  FY 2026 Utilities (U) phase with SPP funds: \$0 (Federal) + \$1,535,000 (Other) = \$1,535,000 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	<b>NEW</b>	<b>State ID:</b>	2301123
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-265	<b>Funding Source:</b>	National Highway System (NHS)	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$37,646,977		<b>Total Cost Programmed in TIP to date:</b>	\$37,646,977	
<b>Description:</b>	Pavement patching on I-265 From I 65 to 0.69 miles W of SR 62 (ORB O&M Limit). This will be constructed in FY 2028.				
<b>Justification:</b>	This section of SR 265 is an urban interstate with 4 lanes approximately 12' wide, inside shoulders approximately 4' wide, and outside shoulders approximately 10' wide on average. This road section had a concrete pavement restoration project completed in 2019. The concrete slabs are faulting and rocking in multiple locations, which is causing the pavement to rapidly deteriorate. An emergency patching contract is scheduled for FY 2023 to help reduce the chances of this pavement failing before the pavement replacement project is completed. The purpose of this project is to reset the life of the failing pavement through replacement. The new pavement should be designed to last at least 12 years before a preventative maintenance treatment is needed.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$2,475,000 (Federal) + \$275,000 (Other) = \$2,750,000 (Total)  FY 2026 ROW phase with NHS funds: \$90,000 (Federal) + \$10,000 (Other) = \$100,000 (Total)  *FY 2027 Utilities (U) phase with NHS funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)  *FY 2028 Construction (CN) phase with NHS funds: \$31,299,279 (Federal) + \$3,477,698 (Other) = \$34,776,977 (Total)				
*Funding phase outside of the FY 23-26 TIP years					

<b>MTP Action:</b>	Correct Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding, phases and funding source				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	INDOT	<b>KIPDA ID:</b>	3158	<b>State ID:</b>	2200963
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	US 31 Concrete Pavement Restoration	<b>Funding Source:</b>	Surface Transportation Block Grant - State ( <del>STBG-ST</del> ) National Highway System (NHS)	<b>Open to Public Date:</b>	2027 2030
<b>Total Estimated Project Cost:</b>	\$44,500,000 \$4,830,755		<b>Total Cost Programmed in TIP to date:</b>	\$510,000 \$4,830,755	
<b>Description:</b>	Concrete pavement restoration on US 31 from 0.99 miles north of I-65 to 3.41 miles south of SR 60.				
<b>Justification:</b>	This project will improve the conditions of the pavement and extend its service life.				
<b>FY 23-26 TIP Funding:</b>	<p><del>FY 2024 Preliminary Engineering (PE) phase with STBG-ST funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</del></p> <p>FY 2025 Preliminary Engineering (PE) phase with NHS funds: \$450,000 (Federal) + \$50,000 (Other) = \$500,000 (Total)</p> <p><del>FY 2025 Construction phase with STBG-ST funds: \$8,000 (Federal) + \$2,000 (Other) = \$10,000 (Total)</del></p> <p>*FY 2027 Railroad (RR) phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2027 Utilities (U) phase with NHS funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHS funds: \$3,879,680 (Federal) + \$431,075 (Other) = \$4,310,755 (Total)</p>				
*Funding phase outside of the FY 23-26 TIP years					

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Radius Indiana	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Monon South Trail	<b>Funding Source:</b>	State	<b>Open to Public Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$75,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$22,300,000	
<b>Description:</b>	This is a shared-use path and recreational trail facility running on the abandoned CSX and Monon railroad corridor from the Floyd County / Clark County line north through Clark, Washington, Orange, and Lawrence Counties and ending at Yockey Road in Lawrence County. The path is 10 ft. wide paved or crushed aggregate surface and will be open to pedestrians, bicyclists, and non-motorized trail users. It will include trailhead, rest areas, and interpretive sites.				
<b>Justification:</b>	The trail will connect multiple towns and cities throughout the Southern Indiana region and will become the longest recreational trail in the state. Many rural Indiana communities will benefit from the full development of the Monon South Trail due to their direct proximity to it. In addition to economic development and tourist attraction, it will provide a safe facility for alternative transportation modes and will lead to improved public health.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Design (D) phase with State funds: \$0 (Federal) + \$3,000,000 (Other) = \$3,000,000 (Total)  FY 2024 Construction (CN) phase with State funds: \$0 (Federal) + \$19,300,000 (Other) = \$19,300,000 (Total)				

<b>MTP Action:</b>	Transition to Parent Project and update OTP				
<b>TIP Action:</b>	Move planned TIP funding to new Child Project and remove Parent from TIP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	3181	<b>State ID:</b>	5-478.80
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dixie Highway Streetscape	<b>Funding Source:</b>	CRP-MPO	<b>Open to Public Date:</b>	<del>2024</del> 2030
<b>Total Estimated Project Cost:</b>	\$2,612,000		<b>Total Cost Programmed in TIP to date:</b>	\$433,250	
<b>Description:</b>	Construction of complete street improvements from Crums Lane to 18th Street, including bicycle and pedestrian facilities.				
<b>Justification:</b>	Improve bicycle and pedestrian safety.				
<b>FY 23-26 TIP Funding:</b>	<p>*FY 2017 Design phase with TAP funds: \$346,600 (Federal) + \$86,650 (Other) = \$433,250 (Total)</p> <p><del>FY 2026 Construction phase with CRP-MPO funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)</del></p>				
*Funding phase outside of the FY 23-26 TIP years					
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new Child Project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	5-478.81
<b>County:</b>	Jefferson	<b>Parent ID:</b>	3181	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Dixie Highway Streetscape - Maple to Garland	<b>Funding Source:</b>	Carbon Reduction Program MPO (CRP-MPO)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,178,750		<b>Total Cost Programmed in TIP to date:</b>	\$2,178,750	
<b>Description:</b>	Construction of streetscape improvements along Dixie Hwy from just north of Maple Street to Garland Avenue, including bicycle and pedestrian facilities, and street lighting.				
<b>Justification:</b>	Streetscape improvements should transform the vehicular and pedestrian spaces into an attractive urban space that can serve cars, bikes, and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Construction phase with CRP-MPO funds: \$1,743,000 (Federal) + \$435,750 (Other) = \$2,178,750 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1863	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Complete Street Improvements on West Kentucky Street	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,250,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,250,000	
<b>Description:</b>	Construct complete street improvements to West Kentucky Street (between 7th and 9th Streets), 8th Street (between Zane Street and Kentucky Street), and to 7th Street (between Zane Street and Kentucky Street), including new/rehabilitated pedestrian and bicycle infrastructure, street light and traffic signal upgrades, and pedestrian crossing improvements.				
<b>Justification:</b>	Streetscape improvements should transform the vehicular and pedestrian spaces into an attractive urban space that can serve cars, bikes, and people. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$1,000,000 (Federal) + \$250,000 (Other) = \$1,250,000 (Total)				
<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-65 Underpass Lighting and Safety Project	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$2,020,349		<b>Total Cost Programmed in TIP to date:</b>	\$2,020,349	
<b>Description:</b>	Install street lighting underneath four underpasses where I-65 intersects with Liberty Street, Jefferson Street, Market Street, and Main Street.				
<b>Justification:</b>	Enhance safety by providing better lighting of all transportation modes, provide a better sense of place and security, and to allow for better branding and gateway experience to those traveling to downtown Louisville.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$1,616,279 (Federal) + \$404,070 (Other) = \$2,020,349 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	West Louisville Streetscape Improvements to Muhammad Ali Blvd. and Market Street	<b>Funding Source:</b>	Community Project Funding (CPF)	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,062,500		<b>Total Cost Programmed in TIP to date:</b>	\$1,062,500	
<b>Description:</b>	Construct streetscape and safety improvements on Muhammad Ali Blvd (from the Shawnee Expressway to 30th Street) and on Market Street (from the Shawnee Expressway to 30th Street). Improvements will include bike and pedestrian facilities, green infrastructure, and traffic calming measures (especially near the railroad underpass).				
<b>Justification:</b>	Improve safety for all modes of transportation, improve connectivity in a neighborhood divided by poor infrastructure. Streetscape improvements will transform the space into an attractive urban space that can serve all modes of transportation. The design should accommodate and enhance the variety of properties in the neighborhood, including housing, retail, restaurant, manufacturing, and office uses.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Construction phase with CPF funds: \$850,000 (Federal) + \$212,500 (Other) = \$1,062,500 (Total)				

<b>MTP Action:</b>	Modify project description and correct total estimated project cost				
<b>TIP Action:</b>	Modify project description				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	3127	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Downtown Louisville Traffic Signal Upgrades	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$4,655,000 <b>\$4,665,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$4,655,000 <b>\$4,665,000</b>	
<b>Description:</b>	<p><del>Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of signal controllers; at approximately 70 traffic signals in the downtown and Central Business District of Louisville.</del></p> <p>Expansion of fiber communications and/or installation of wireless communications; and construct upgrades of traffic signals at approximately 32 traffic signals in the downtown and Central Business District of Louisville.</p>				
<b>Justification:</b>	The project purpose is to mitigate congestion issues, reduce vehicle emissions and fuel consumption, enhance safety and prepare the community for future ITS investments.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Design phase with STBG-MPO funds: \$312,000 (Federal) + \$78,000 (Other) = \$390,000 (Total)  FY 2025 Construction phase with STBG-MPO funds: \$3,420,000 (Federal) + \$855,000 (Other) = \$4,275,000 (Total)				
<b>MTP Action:</b>	Modify project description				
<b>TIP Action:</b>	Modify project description				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro Government	<b>KIPDA ID:</b>	1353	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Connection 22 - Signal System Upgrade	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	2035
<b>Total Estimated Project Cost:</b>	\$11,600,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,967,750	



<p><b>Description:</b></p>	<p>The Baxter/Bardstown Premium Transportation Corridor Project is a design-build project that will: 1) streamline transit service on a key corridor by adding traffic signal bus prioritization, new bus stops, and increasing bus service frequency; 2) bring intelligent signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility; 3) incorporate complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p> <p>The Baxter/Bardstown Premium Transportation Corridor Project is a Fiber optic backbone project that will lay down the foundation to streamline transit service on a key corridor. The fiber backbone will add the needed infrastructure for future projects so they can accommodate traffic signal bus prioritization, new bus stops, and increasing bus service frequency in future projects by this hardened communication backbone to traffic engineering Advanced Traffic Management System (ATMS).</p>
<p><b>Justification:</b></p>	<p>The Baxter/Bardstown Premium Transportation Corridor Project will improve access and mobility along one of Louisville Metro's most heavily travelled corridors. It is highly prioritized in Move Louisville, Louisville Metro's 20-year transportation plan, as both a "Major Corridor" and a "Premium Transit Corridor." A large sub-area of this Section was the focus of the intensive Bardstown/Baxter Safety Study, completed by Louisville Metro's Office of Advanced Planning. Baxter Avenue and Bardstown Road succeed as a commercial destination resulting in major mobility challenges. These two corridors have limited road space with high demand for each portion of the cross section. The vibrant commercial corridor, constituting the heart of Louisville's Highlands Neighborhoods, needs investment and improvements to maintain its success over the years to come. The improvements outlined in this design-build project are comparable to those seen in the "Transforming Dixie Highway" project, which received \$16.9 million in federal funds. Baxter Avenue and Bardstown Road transition around the I-264 interchange from a traditional marketplace corridor to a suburban marketplace corridor, Section I of this project will need to account for various demands across its length; however, each two sub-areas, despite is united by its need for significant mass transit improvements and more complete multi-modal connections. The area inside of the Watterson has high pedestrian activity while the area outside of the Watterson has poor access management, crash-inducing typical cross-sections, and poor transit accommodations and connections. Both sections have room for improvement concerning pedestrian connections and few to no safe bicycle facilities. Taken together, these issues need to be addressed to ensure that the Baxter/Bardstown Corridor of the future continues to succeed while providing even greater access to people of all ages and abilities.</p> <p>Fiber optic cable will bring the potential for intelligent traffic signal upgrades, which will include upgraded traffic signals and communication equipment to support premium transit and overall mobility. The byproduct of the future upgrade of the corridor will provide the future projects of incorporating complete streets roadway improvements by including bicycle and pedestrian facilities, intersection safety improvements, access management strategies for surrounding land uses, and new streetscape design elements.</p> <p>This project is highly prioritized in the following plans: ITS Implementation Master Plan, Bardstown/Baxter Safety Study, and Move Louisville.</p>
<p><b>FY 23-26 TIP Funding:</b></p>	<p>FY 2024 Design phase with STBG-MPO funds:  \$177,750 (Federal) + \$40,000 (Other) = \$217,750 (Total)</p> <p>FY 2025 Construction phase with STBG-MPO funds:  \$2,200,000 (Federal) + \$550,000 (Other) = \$2,750,000 (Total)</p>

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding year				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	TARC	<b>KIPDA ID:</b>	1500	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bus Stop and Access Improvements	<b>Funding Source:</b>	Surface Transportation Block Grant (STBG) - MPO	<b>Open to Public Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$4,357,500		<b>Total Cost Programmed in TIP to date:</b>	\$4,357,500	
<b>Description:</b>	Improvements of the existing or new public transit bus stops and their surroundings, including pedestrian facilities, ADA access and passenger amenities (shelters, benches, trash receptacles).				
<b>Justification:</b>	Access improvements to meet ADA requirements at TARC bus stops and the surrounding areas including: construction or reconstruction of boarding areas and sidewalks, shelters, benches, trash receptacles, lighting, and ITS amenities.				
<b>FY 23-26 TIP Funding:</b>	<del>FY 2023 Construction phase with STBG-MPO funds:</del> <del>\$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)</del>  *FY 2019 Construction phase with STBG-MPO funds: *\$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)				
*Funding phase outside of the FY 23-26 TIP years					



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



**Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 6  
FY 2023-2026 Transportation Improvement Program- Amendment 6  
Interagency Consultation Group**

All projects included in Amendment 6 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* (MTP) and the *FY23-26 Transportation Improvement Program* (TIP) have been reviewed by the Interagency Consultation Group (IAC) and determined to be exempt for air quality conformity purposes.

No formal meeting was requested for Amendment 6.

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**Amendment 6 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
Public Comments**

**Project Name:** Downtown Louisville Traffic Signal Upgrades

**Sponsor:** Louisville Metro

**KIPDA ID:** 3127

**Comments:**

- Great project to help automate our traffic signals, most of which are from 1970s. Will allow better car flow and potential BRT bus routes.
- I support this project, I believe it opens the doors for streetscape improvements. Hoping to see this come to fruition everywhere in the urban core.
- There is no explanation in the packet justifying this expense - please supply a justification

**Project Name:** Bus Stop and Access Improvements

**Sponsor:** TARC

**KIPDA ID:** 2050

**Comments:**

- Can we do it in 2025? Waiting 25 years until 2050 is too long.
- Wonderful. So important to improve and keep these facilities excellent for all.
- I truly hope this can be implanted everywhere in the city. Please continue to fund transit projects such as this. Hoping this project improves the highest ridership corridors first.
- Please include sidewalk repair and building for bus stop access in this project.
- Investments in bus stops should include posting a system map at all bus shelters to help riders navigate the system. People on the street have no idea where buses go and maps are simple and helpful. There is ample space at all bus shelters to post maps.

**Project Name:** KY 1819

**Sponsor:** KYTC

**KIPDA ID:** 2031

**Comments:**

- Should not be investing in widening roadways, streets in Louisville are dangerous enough as is and widening roadways just increase speeding opportunities. This money could be better spent improving multimodal streets elsewhere.
- We should not be investing more funding (sic) into pavement- please deny this request
- NO! DO NOT WIDEN THIS ROAD. I don't support increasing the amount of pavement we have in this community and inducing more vehicle travel.
- No do not spend \$22414910 to widen this small segment of road.

**Project Name:** Connection 22- Signal System Upgrade

**Sponsor:** Louisville Metro

**KIPDA ID:** 2616

**Comments:**

- How does this help residents? Please provide an explanation and justification of the benefits to residents- not only a benefit to telecommunication companies who are getting us to pay to install their infrastructure for them
- Thank you for creating this connectivity for future traffic lights and BRT.
- Happy to see this vision for improved transit (BRT?) in this project's outline. Continue installing fiber cables in all premium transit corridors.
- Love it! Such an important corridor and frequent bus service means so much to mode share – getting people out of their cars and riding bus instead.

**Project Name:** Dixie Highway Streetscape

**Sponsor:** Louisville Metro

**KIPDA ID:** 3181

**Comments:**

- Bicycle and pedestrian accommodations are desperately needed on Dixie Hwy
- Protected bike lanes each way, or wide enough multi use paths.
- Hoping protected/buffered bike lanes are considered. Painting lines does nothing protect cyclists from distracted drivers.
- It seems silly to not include links to visual resources in this comments piece. I hope these are protected bike lanes. We all know sharrows are unsafe and frustrate all transit users across the board.
- Can we please get plans linked in these maps? I only support spending the money here if the ped and bike facilities are high quality and meant for all ages and abilities (i.e. protected and separated bike facilities, ect).
- Protected bike lanes. Paint is not infrastructure. More and safer ped crossings.

**Project Name:** US 31 Concrete Pavement Restoration

**Sponsor:** INDOT

**KIPDA ID:** 3158

**Comments:**

- Do not invest in more pavement- we need bike and pedestrian infrastructure not road improvements
- Please don't use \$4830755 for expressway work. Use that money for sidewalks and protected bike lanes and traffic calming elsewhere.
- This should not be a priority. We waste millions in concrete restoration that is more wisely spent in traffic calming in dense areas and quality of life sites in rural places.

**Project Name:** I-65 Underpass Lighting and Safety Project

**Sponsor:** Louisville Metro

**KIPDA ID:** 3309

**Comments:**

- 2020349 is a lot of money for underpass lighting. Use this tax money for something better.
- Does anyone think these underpasses are not bright enough already? This is a waste of money and energy clearly designed to deprive our houseless neighbors of sleep. Stop harassing them!

- Safety for whom? Lighting just disturbs homeless people who are minding their own business trying to get a good nights (sic) sleep in a protected place out of the elements. I oppose this installation – instead please invest in building some actual shelters

**Project Name:** I-265

**Sponsor:** INDOT

**KIPDA ID:** 3305

**Comments:**

- No more public money on roads and asphalt. We need it for bike and pedestrian infrastructure
- Don't spend 37664977 on pavement patching. Use that for county wide bike/ped work and safety instead.
- Not a fan of the price tag for "patching" of a highway. Could better use the money improving and implementing multimodal streets elsewhere.
- Until commensurate money can be spent on transportation improvement in dense areas and opportunities to expand transit in more rural communities, we shouldn't continue burning up money in concrete restoration.

**Project Name:** West Louisville Streetscape Improvements to Muhammad Ali and Market Street

**Sponsor:** Louisville Metro

**KIPDA ID:** 3310

**Comments:**

- Please make sure green infrastructure includes canopy trees
- Ensure there are protected bike lanes, not painted buffers or sharrows
- Hope to see protected bike lanes in this project as well, they are necessary for safety. I also hope to see an outline of "green infrastructure?" Does that mean a good tree canopy or?
- Any streetscape improvements that do not include protected bike paths is (sic) a waste of resources. We know sharrows and unprotected bike lanes help no one and frustrate everyone.
- Would love to see plans with images linked in these maps. Would love to see know what is involved here. It's bike infrastructure that is protected and separated – and safe for any ability person on a bike – then great! If not, please don't waste our money.

**Project Name:** KY 1819 from Bluegrass Parkway to Blankenbaker Parkway

**Sponsor:** KYTC

**KIPDA ID:** 3304

**Comments:**

- No widening roads. The city is for people not for cars. Please deny this request.
- Only improve sidewalks and add bike facilities!
- Spending \$8935000 to widen this small road is a waste of tax money, please spend on bike/ped facilities and traffic (sic) calming instead.
- No more widening please! Concentrate fund on infrastructure that improves safety and mobility for pedestrians and cyclists

**Project Name:** Complete Street Improvements on West Kentucky Street

**Sponsor:** Louisville Metro

**KIPDA ID:** 3308

**Comments:**

- Protected bike lanes encourage people to use bikes because it makes people feel safe on the road
- Ensure bike lanes are fully physically protected, or they won't get used.
- Protected bike lanes please!!

**Project Name:** Monon South Trail

**Sponsor:** Radius Indiana

**KIPDA ID:** 3306

**Comments:**

- yes please
- It is quality of life projects like this that get the bang for their buck in improving more rural communities
- I LOVE THIS! More of this please in Kentucky too!
- Would love to see this in a more urban setting so people can use it for transportation, especially in Louisville

**Project Name:** Dixie Highway Streetscape – Maple to Garland

**Sponsor:** Louisville Metro

**KIPDA ID:** 3307

**Comments:**

- There is too much light in the city please ensure that any streetscape lighting is dark sky friendly design so that it does not harm wildlife or disturb peoples' health and natural sleep. There are approved dark sky lighting that do not add ambient light
- Ensure bike lanes have real protection please – concrete
- Protected bike lanes are needed to ensure safety and frequent use. Please ensure they are included in this project
- Protected bikes lanes and imprived (sic) ped crossings