TRANSPORTATION POLICY COMMITTEE
12:30 p.m., Thursday, February 27, 2020
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

AGENDA

1) Call to Order, Welcome, Introductions


3) Public Comment Period

4) FHWA Division Administrator Todd Jeter – Mr. Jeter will introduce himself to the Transportation Policy Committee (see enclosed).

5) Election of Transportation Technical Committee 2020 Chair and Vice Chair – The Transportation Technical Coordinating Committee will present the recently TTCC elected Chair and Vice Chair for ratification by the TPC (see enclosed). Action Requested.

6) DRAFT Connecting Kentuckiana 2040 and DRAFT 2020-2025 Transportation Improvement Program Public Comments – Staff will review the collected comments with the Transportation Policy Committee (see enclosed).

7) DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update - Staff will review the Final Draft of the Metropolitan Transportation Plan update (see enclosed). Action Requested.

8) DRAFT 2020-2025 Transportation Improvement Program - Staff will review the Final Draft of the Transportation Improvement Program update (see enclosed). Action Requested.

9) Performance Management Plan FHWA Safety Performance Measures Update - Staff will review proposed revisions to the PM1 Safety Performance Measures (see enclosed). Action Requested.

10) MPO Dedicated Programs Quarterly Review – Staff will review proposed cost increases for Indiana and a temporary modification Kentucky Cost Increase policy. (see enclosed). Action is Requested.

11) FY 2018 - FY 2021 Transportation Improvement Program (TIP) – Staff will present information on Administrative Modifications to the short-range funding document (see enclosed).

12) Other Business

13) Adjourn

Auxiliary aids/services are available when requested three (3) business days in advance.
Call to Order
J. Byron Chapman, Chair, called the meeting to order at 9:37 a.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes
Keith Griffee, Bullitt County, made a motion to approve the minutes from the October 17 meeting. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Public Comment Period
Jackie Cobb, citizen, expressed her preference that the Dixie Highway BRT have a dedicated bus lane and not just signal prioritization.

Public Meeting Report
Ashley Tinius, KIPDA staff, reported on recent public involvement activities.

Quarterly Project Review
Nick Vail, KIPDA staff, provided results from the latest review of projects using funding dedicated to the MPO and discussed changes in the programming of those funds in Kentucky.

Jeff O’Brien, Louisville Metro Government, made a motion to approve the exception recommendation report from the TTCC Working Group. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Keith Griffee, Bullitt County, made a motion to approve the list of cost increases and phase shifts which do not require an exception. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.

Aida Copic, TARC, made a motion to postpone the quarterly progress report requirements temporarily for one quarter for Kentucky sponsors only. Tonya Higdon, KYTC, seconded the motion and it carried with a unanimous vote.

FY 2018-FY 2021 Transportation Improvement Program (TIP)
Nick Vail, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

Transit Authority of River City
TARC Executive Director Ferdinand Risco shared his thoughts concerning the evolution of public transit in the region and updated the Committee on TARC’s recent planning efforts. There was discussion. No action was required.
Kentucky-Indiana Transportation Excellence (KITE) Award
Ashley Tinius, KIPDA staff, announced the winner of the fourth annual KIPDA KITE Award and recognized the finalists. No action was required.

Special December TTCC/TPC Meeting
A joint meeting of the TTCC and TPC will be held at 1:00 p.m. on December 11 in the KIPDA Burke Room. No action was required.

Other Business
There was no other business.

Adjournment
The meeting was adjourned at 10:36 a.m.

David Burton
Recording Secretary

Members Present:
Keith Griffee (Vice Chair)  Bullitt County
Bill Dieruf  City of Jeffersontown
Bernie Bowling  City of St. Matthews
Tony McClellan  Indiana Department of Transportation – Seymour
J. Byron Chapman (Chair)  Jefferson County League of Cities
Tonya Higdon  Kentucky Transportation Cabinet
*Tom Hall  Kentucky Transportation Cabinet – District 5
Jeff O’Brien  Louisville Metro Government
David Voegele  Oldham County
Aida Copic  TARC
Kevin Baity  Town of Clarksville

Members Absent:
Robert Hall  City of Charlestown
Andy Crouch  City of Jeffersonville
Jeff Gahan  City of New Albany
Brian Dixon  Clark County
*Tommy Dupree  Federal Aviation Administration – Memphis
*Erica Talt  Federal Highway Administration – Indiana
*Eric Rothermel  Federal Highway Administration – Kentucky
*Robert Buckley  Federal Transit Administration – Region 4
Shawn Carruthers  Floyd County
Joe McGuinness  Indiana Department of Transportation
Tonya Higdon  Kentucky Transportation Cabinet
*Emily Liu  Louisville Metro Planning & Design
Brian Sinwell  Louisville Regional Airport Authority
Michael Browder  U.S. Dept. of Housing & Urban Development

Others Present:
Larry Sloane  Age Friendly Louisville
Matt Meunier  City of Jeffersontown
Shawn Dikes  HDR
Jara Sturdivant  HDR
Thomas Witt  Kentucky Transportation Cabinet
Matt Bullock  Kentucky Transportation Cabinet – District 5
Tracy Lovell  Kentucky Transportation Cabinet – District 5
Derrick Morris  Kentucky Transportation Cabinet – Office of Transportation Delivery
David Burton  KIPDA
Stacey Burton  KIPDA
Adam Forseth  KIPDA
Jarrett Haley  KIPDA
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zach Herzog</td>
<td>KIPDA</td>
</tr>
<tr>
<td>Olivia Ranseen</td>
<td>KIPDA</td>
</tr>
<tr>
<td>Nick Vail</td>
<td>KIPDA</td>
</tr>
<tr>
<td>Dirk Gowin</td>
<td>Louisville Metro Government</td>
</tr>
<tr>
<td>Michael King</td>
<td>Louisville Metro Government</td>
</tr>
<tr>
<td>Gretchen Milliken</td>
<td>Louisville Metro Government</td>
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<tr>
<td>Randy Frantz</td>
<td>TARC</td>
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<tr>
<td>Ferdinand Risco</td>
<td>TARC</td>
</tr>
<tr>
<td>Jackie Cobb</td>
<td></td>
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</tbody>
</table>

* Denotes Advisory Members
Call to Order
Jim Urban, TTCC Chair, and J. Byron Chapman, TPC Chair, called the meeting to order at 1:06 p.m. After introductions were made, it was determined that there was a quorum present.

December 11, 2019 Joint TPC and TTCC Meeting Procedures
J. Byron Chapman, TPC Chair, affirmed the meeting procedures with both committees. At the request of KIPDA staff, the UPWP Amendment was requested to be added under Other Business. Bill Dieruf, City of Jeffersontown, made a motion to add the UPWP Amendment under Other Business. Tonya Higdon, KYTC, seconded the motion and it carried with a unanimous vote.

Review and Approval of Minutes
Review and approval of the November 13 TTCC meeting minutes and the November 26 TPC meeting minutes were tabled until the next meeting of each committee.

Public Comment Period
There were no public comments.

Public Meeting Report
Ashley Tinius, KIPDA staff, reported on public involvement activities. No action was required.

Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP)
David Burton, KIPDA staff, sought approval to present the preliminary DRAFT of the MTP update to the public beginning in January 2020. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to present the preliminary DRAFT MTP to the public beginning January 2020. Felicia Harper, Bullitt County, seconded the motion and it carried with unanimous vote.

TPC: Bill Dieruf, City of Jeffersontown, made a motion to approve presenting the preliminary DRAFT MTP to the public beginning January 2020. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.

KIPDA Participation Plan Update
Ashley Tinius, KIPDA staff, presented the final DRAFT of the KIPDA Participation Plan. There was discussion.
TTCC: Matt Meunier, City of Jeffersontown, made a motion to recommend approval by the TPC of the final DRAFT of the KIPDA Participation Plan. Jim Silliman, Oldham County, seconded the motion and it carried with unanimous vote.

TPC: Bill Dieruf, City of Jeffersontown, made a motion to approve the final DRAFT of the KIPDA Participation Plan. Kevin Baity, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

FY 2020-2025 Transportation Improvement Program (TIP)
Nick Vail, KIPDA staff, sought approval to present the preliminary DRAFT of the FY 2020-2025 TIP to update to the public beginning January 2020. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to present the preliminary DRAFT TIP to the public beginning January 2020. Felicia Harper, Bullitt County, seconded the motion and it carried with unanimous vote.

TPC: Jeff O'Brien, Louisville Metro Government, made a motion to approve presenting the preliminary DRAFT TIP to the public beginning January 2020. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

FY 2018-FY 2021 Transportation Improvement Program (TIP)
Nick Vail, KIPDA staff, presented information of Administrative Modifications to the short-range funding document. No action was required.

Other Business
David Burton, KIPDA staff, requested approval of the Amendment to the UPWP. There was discussion.

TTCC: Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend approval by the TPC to approve the Amendment to the UPWP. Emily Liu, Louisville Metro Planning & Design Services, seconded the motion and it carried with unanimous vote.

TPC: Bernie Bowling, City of St. Matthews, made a motion to approve the Amendment to the UPWP. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.

Adjournment
The meeting was adjourned at 2:10 p.m.

David Burton
Recording Secretary
<table>
<thead>
<tr>
<th>Committee(s)</th>
<th>Members Present</th>
<th>Presenting Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>TTCC</td>
<td>Felicia Harper</td>
<td>Bullitt County</td>
</tr>
<tr>
<td>TPC</td>
<td>Keith Griffie</td>
<td>Bullitt County</td>
</tr>
<tr>
<td>TPC</td>
<td>Bill Dieruf</td>
<td>City of Jeffersontown</td>
</tr>
<tr>
<td>TTCC</td>
<td>Matt Meunier</td>
<td>City of Jeffersontown</td>
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<tr>
<td>TTCC</td>
<td>Barry Armstrong</td>
<td>City of Mt. Washington</td>
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<tr>
<td>TTCC</td>
<td>Curtis Hockenbury</td>
<td>City of Shepherdsville</td>
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<tr>
<td>TPC/TTCC</td>
<td>Bernie Bowling</td>
<td>City of St. Matthews</td>
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<tr>
<td>TPC/TTCC</td>
<td>Brian Dixon</td>
<td>Clark County</td>
</tr>
<tr>
<td>TPC/TTCC</td>
<td>*Erica Tait</td>
<td>Federal Highway Administration – Indiana</td>
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<tr>
<td>TPC/TTCC</td>
<td>Tony McClellan</td>
<td>Indiana Department of Transportation – Seymour District</td>
</tr>
<tr>
<td>TPC</td>
<td>J. Byron Chapman</td>
<td>Jefferson County League of Cities</td>
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<td>TPC/TTCC</td>
<td>Tonya Higdon</td>
<td>Kentucky Transportation Cabinet</td>
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<tr>
<td>TTCC</td>
<td>Matt Bullock</td>
<td>Kentucky Transportation Cabinet – District 5</td>
</tr>
<tr>
<td>TPC</td>
<td>*Tom Hall</td>
<td>Kentucky Transportation Cabinet – District 5</td>
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<tr>
<td>TTCC</td>
<td>David Burton</td>
<td>KIPDA</td>
</tr>
<tr>
<td>TTCC</td>
<td>Craig Butler</td>
<td>Louisville Metro Air Pollution Control District</td>
</tr>
<tr>
<td>TTCC</td>
<td>Michael King</td>
<td>Louisville Metro Economic Development</td>
</tr>
<tr>
<td>TPC</td>
<td>Jeff O’Brien</td>
<td>Louisville Metro Government</td>
</tr>
<tr>
<td>TTCC</td>
<td>Emily Liu</td>
<td>Louisville Metro Planning &amp; Design Services</td>
</tr>
<tr>
<td>TTCC</td>
<td>Dirk Gowin</td>
<td>Louisville Metro Public Works &amp; Assets</td>
</tr>
<tr>
<td>TTCC</td>
<td>Jim Urban (TTCC Chair)</td>
<td>Oldham County Planning Commission</td>
</tr>
<tr>
<td>TTCC</td>
<td>Jim Silliman</td>
<td>Oldham County</td>
</tr>
<tr>
<td>TPC/TTCC</td>
<td>Kevin Baity</td>
<td>Town of Clarksville</td>
</tr>
<tr>
<td>TPC/TTCC</td>
<td>Geoffrey Hobin</td>
<td>TARC</td>
</tr>
</tbody>
</table>

**Others Present:**
- Lori Puchino, City of Mt. Washington
- Kenan Stratman, City of St. Matthews
- Robin Bolte, Indiana Department of Transportation
- Karl Sawyer, Integrated Engineering
- Matt Bullock, Kentucky Transportation Cabinet – District 5
- Brennan Niehoff, Kentucky Transportation Cabinet – District 5
- Sarah Baer, KIPDA
- Stacey Burton, KIPDA
- Elizabeth Farc, KIPDA
- Adam Forseth, KIPDA
- Jarrett Haley, KIPDA
- Andy Rush, KIPDA
- Annemarie Sacra, KIPDA
- Randy Simon, KIPDA
- Ashley Tinius, KIPDA
- Nick Vail, KIPDA
- Chester Hicks, LDP
- Tammy Markert, Louisville Metro Public Works & Assets
- Brittany Montgomery, Town of Clarksville
- Billy Garrison, WSP USA

* Denotes Advisory Members
MEMORANDUM

TO: Transportation Policy Committee
FROM: Byron Chapman, TPC Chair
DATE: February 19, 2020

SUBJECT: Todd Jeter, FHWA-KY Division Administrator

We are pleased to welcome Mr. Jeter to the Transportation Policy Committee meeting and look forward to his involvement in the KIPDA transportation activities.

**FHWA – Kentucky Division Administrator Todd Jeter**

In November 2019, Todd Jeter began serving as Division Administrator for the FHWA Kentucky Division where he leads the administration of the Federal-aid Highway Program in the State, and directs a diverse staff of engineers, planners, realty, financial specialists, and support personnel. He works with the Kentucky Transportation Cabinet (KYTC), Congressional representatives, MPOs, local elected officials, and resource agencies to provide leadership and guidance in the identification of surface transportation needs and related priorities which, when implemented, carry out USDOT's national transportation and safety program goals.

Todd began his career with FHWA in 2004 as a Financial Specialist in the Professional Development Program (PDP). Upon completion of the PDP, he was assigned to the Florida Division as a Financial Specialist. In 2007, he advanced to the Financial Manager position in the South Carolina Division and in 2010, he was selected to the position of Director of Finance and Administration in the Texas Division. In December 2013, Todd was selected to serve as the Assistant Division Administrator (ADA) in the Louisiana Division where he provided overall guidance and direction in successfully implementing Louisiana’s $759 million Federal-aid highway program.

Todd holds a Master of Business Administration degree from the University of Tennessee and a Bachelor of Business Degree in Finance and Economics from Middle Tennessee State University.
MEMORANDUM

TO: Transportation Policy Committee

FROM: Matt Meunier, Transportation Technical Coordinating Committee (TTCC) Election of Officers: Nominating Committee

DATE: February 19, 2020

SUBJECT: TTCC 2020 Chair and 2020 Vice Chair

The by-laws for the Transportation Technical Coordinating Committee (TTCC) require the election of officers on an annual basis. At the February 12, 2020 TTCC meeting the Committee members closed the nominating process and held elections for TTCC 2020 Chair and TTCC 2020 Vice Chair.

The Committee voted to elect the following:

- 2020 TTCC Chair: Mr. Jim Urban, Oldham County Planning
- 2020 TTCC Vice Chair: Mr. Keith Griffee, Bullitt County

Because the TTCC serves in an advisory capacity to the TPC, the TTCC election of officers is a recommendation to the Transportation Policy Committee, who is then asked to consider, and if deemed appropriate, ratify the election of the 2020 TTCC Chair and TTCC Vice Chair.

Action is requested.
MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: February 18, 2020

SUBJECT: Public Comment for DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan and DRAFT 2020-2025 Transportation Improvement Program

At the December 11, 2019 Joint Transportation Policy Committee (TPC) and Transportation Technical Coordinating Committee (TTCC) meeting the TPC authorized KIPDA staff to begin the public comment period for the DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the DRAFT 2020-2025 Transportation Improvement Program (TIP). Following the guidelines for collecting public comment found in the KIPDA Participation Plan, the 30-day public comment period began on January 8, 2020 and lasted through February 7, 2020.

Multiple avenues were utilized in order to create a greater awareness of the comment opportunity and to collect comments.

Notification
• Advertising in area newspapers, including but not limited to the Courier Journal, Louisville Defender, New Albany Tribune, Oldham Era, and others.
• Social Media Advertising
• Social Media Posts

Opportunities to Review and Comment on DRAFT MTP and DRAFT TIP
• Eight public meetings held throughout the five-county region
• All public libraries in the five-county region
• KIPDA website, including the KIPDA Public Comment App

Over 350 comments were submitted for consideration by the TPC. As defined by the KIPDA Participation Plan, the TPC was afforded an opportunity to review and consider all public comment prior to considering the DRAFT MTP and DRAFT TIP for approval. A TPC Public Comment Review Working Group met on February 18 to review and consider all the comments submitted.

Included in this memorandum are:
• Comments submitted for the DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan
• Comments submitted for the DRAFT 2020-2025 Transportation Improvement Program
• A report from the TPC Public Comment Review Working Group
Transportation Policy Committee Public Comment Review Working Group Report

The Louisville/Jefferson County, KY-IN Metropolitan Planning Area’s Metropolitan Transportation Plan, Connecting Kentuckiana 2040 and FY 2020-2025 Transportation Improvement Program were available for public comment from January 8, 2020 through February 7, 2020. 324 comments were submitted to KIPDA through the online portal and from the eight public meetings held.

As defined in KIPDA’s Participation Plan, KIPDA staff hosted the Transportation Policy Committee Public Comment Review Working Group on February 18, 2020 for Transportation Technical Coordinating Committee (TTCC) members and Transportation Policy Committee (TPC) members to carefully review and discuss the comments. All TTCC and TPC members were provided all public comments and all were invited to participate. The Working Group was pleased to see so many comments and recognized the contribution the public has made in enhancing the region’s mobility. The Working Group, which was provided the comments in advance, concluded after discussion that the public input was helpful and should be carefully considered as plans and projects advance. The Working Group also agreed that the submitted comments do not introduce issues that would delay the TPC’s consideration of the draft Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the draft 2020-2025 Transportation Improvement Program as submitted to the February 27, 2020 TPC meeting.

The TPC Working Group developed the following summary from the public comments and discussed how comments were considered and will continue to be considered moving forward.

As part of the discussion of all the submitted comments, the Working Group noted the following related to some of the items that were mentioned repeatedly in the public comments:

- **Louisville Loop** – There was notable support for completing the Louisville Loop shared-use path network.
- **Bike Facilities** – Comments supported the expansion of bicycle infrastructure with an emphasis on dedicated bicycle lanes. Comments also included the need to enhance connectivity of the bicycle network. Cyclist safety was also raised in the public comments.
- **Pedestrian Facilities** – Similar to the Bike Facilities, there was support for expansion of the pedestrian network, improving pedestrian connectivity, and providing safe pedestrian options.
- **Transit** – Transit enhancement and expansion was mentioned in the comments. The inclusion of dedicated transit lanes was also noted.
• Project Priority and Implementation – Comments addressed the priority of project funding relative to mode and use of resources. Comments also discussed advancing project implementation in a timelier manner.
• Expansion – Comments were made suggesting the expansion of the roadway system is not warranted. There were also comments stating that expansion projects are needed.
• Low-income areas – Comments suggested that investments be prioritized in low income areas with additional consideration given to pedestrian expansion and enhancements.

The Working Group asked that the comments be categorized by mode. The number of comments related to a particular mode does not indicate support, or lack of support, for a transportation mode. This information is shown in the public comments and summarized here:

<table>
<thead>
<tr>
<th>Mode or Plan Element</th>
<th>TIP</th>
<th>MTP</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Programs (i.e., KAIRE, ECC, ITS)</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Roadway</td>
<td>5</td>
<td>70</td>
<td>75</td>
</tr>
<tr>
<td>Bike/Ped</td>
<td>36</td>
<td>139</td>
<td>175</td>
</tr>
<tr>
<td>Transit</td>
<td>5</td>
<td>29</td>
<td>34</td>
</tr>
<tr>
<td>Interchange / Interstate</td>
<td>6</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>Schedule / Funding</td>
<td>14</td>
<td>40</td>
<td>54</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>21</td>
<td>27</td>
</tr>
</tbody>
</table>

The working group asked that the public be made aware of the following:
• The public can stay apprised of the status of projects by regularly viewing the Transportation Improvement Program (TIP) on KIPDA’s website: https://www.kipda.org/transportation/core-products/transportation-improvement-program/. The TIP is a living document that outlines the year in which Federal funds can be authorized for each project phase.
• The MTP does not constrain future potential improvement projects to current funding category eligibility limitations. Being fiscally reasonable is a comparison of anticipated project and program costs compared to planning level estimated federal funding availability. Federal funding eligibility is likely to vary over the planning horizon and the MTP assumes future funding will be flexible to cover the identified project types. The TIP must and does consider eligibility limitations on currently available funding categories. Funding is discussed further in Chapter 5 of Connecting Kentuckiana 2040.

Project sponsors have been made aware of all project-specific comments and have and will continue to be encouraged to consider these comments as projects are developed.
Planning is continuous; the TPC will continue to use the public comments to inform all planning activities including the next MTP. *Connecting Kentuckiana 2040* or the *FY 2020-2025 Transportation Improvement Program* were heavily influenced by the public input received during the development of and over the life of the previous MTP. Examples of how public involvement was incorporated into the *Connecting Kentuckiana 2040 MTP* planning process and again in future planning efforts include:

- Public comment was used by the TPC to help inform the development of the *Connecting Kentuckiana 2040 Goals and Objectives*
- The public comment was geo-coded and provided to sponsors when identifying possible projects and programs for inclusion in *Connecting Kentuckiana 2040*.
- *Connecting Kentuckiana 2040* incorporated public comments into the project review, evaluation, and ranking process by recognizing a project’s contribution to addressing public comments.

*Note: Typographical errors were identified through the public comment period. KIPDA staff will correct these minor errors before posting the document as final.*
<table>
<thead>
<tr>
<th>KIPDA ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Cost</th>
<th>Agency</th>
<th>State ID</th>
<th>Completion</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>177</td>
<td>KY 393</td>
<td>KY 393 reconstruction from 140 feet south of railroad crossing (393) extending northwest towards KY 146 ending at Station 0+00</td>
<td>11,095,000</td>
<td>KYTC</td>
<td>0324.00</td>
<td>2022</td>
<td>Please do not leave this project incomplete. The universe is desperate and needs this.</td>
</tr>
<tr>
<td>178</td>
<td>-265</td>
<td>KYTC Highway Plan (June, 2018): Reconstruction of the I-264 / 64 Interchange, (2650.00) CHAF ID: 204356</td>
<td>38,197,000</td>
<td>KYTC</td>
<td>0356-02-00265</td>
<td>2023</td>
<td>The tight clearance at this interchange is dangerous. But surely the project cost could be reduced from $38M.</td>
</tr>
<tr>
<td>181</td>
<td>Reconstruction Existing Interchange from Northbound KY 1476 to I-64</td>
<td>Reconstruct existing interchange including construct ramp 7 “Powers” from northbound KY 174 to (Hurstbourne Parkway) for westbound I-64 and re-sign times allowing south KY 1476 (Hurstbourne Parkway):</td>
<td>82,566,000</td>
<td>KYTC</td>
<td>0352.00</td>
<td>2028</td>
<td>Is this really necessary and worth $83M?</td>
</tr>
<tr>
<td>194</td>
<td>Old Henry Road</td>
<td>Road Studies (between the KY 181 and North Shawnee) in Waverly and Kenton Counties and KY 42 (Bardstown Road) / KY 329B (Bardstown Road) in Crestwood. Project is Section 2 of the I-370-360 Crestwood Expressway project. Section 1, KY 326 (Old Henry Road) from 200-500</td>
<td>47,340,000</td>
<td>KYTC</td>
<td>0347.00</td>
<td>2019</td>
<td>I thought this project was stopped because of a historic site?</td>
</tr>
<tr>
<td>213</td>
<td>KY 1932</td>
<td>KYTC Highway Plan (June, 2018): Reconstruct the safety and congestion of KY 1932 (Drennanville Lane) from US 60 (Shelbyville Road) to I-64 (Bardstown Road).</td>
<td>4,524,000</td>
<td>KYTC</td>
<td>0318.00</td>
<td>2021</td>
<td>A bike lane or a parallel multi-use path would be helpful. More car lanes are not needed.</td>
</tr>
<tr>
<td>224</td>
<td>- 65</td>
<td>Kentucky Department of Transportation Southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.</td>
<td>12,425,000</td>
<td>Louisville Metro</td>
<td>0376.00</td>
<td>2028</td>
<td>Instead of spending 6.5 million on a redesign - let's get rid of this ramp entirely completely. We can restore many acres of land to the urban fabric and reduce on many ways.</td>
</tr>
<tr>
<td>225</td>
<td>KY 1839</td>
<td>Reconstruct and widen Waterfont Trail from Fieldplace Drive to Blankemeyer Parkway. (BCHD), CHAF P32103310</td>
<td>15,146,000</td>
<td>KYTC</td>
<td>0373.00</td>
<td>2024</td>
<td>IMPROVE bike/ped from existing Minor Rd to Waterfont Trail at Beargrass Plaza intersection. Minor's sidewalk into.BIR from Waterfont.</td>
</tr>
<tr>
<td>238</td>
<td>Blowing Tree Boulevard</td>
<td>Intend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 105 (Taylorsville Road) to Breckenridge Parkways.</td>
<td>2,500,000</td>
<td>Louisville Metro</td>
<td>0310.00</td>
<td>2030</td>
<td>There are very few side streets here, so a center turn lane does not appear to be necessary. Instead, ensure continuous sidewalks on both sides and consider bike lanes.</td>
</tr>
<tr>
<td>240</td>
<td>Blanking Boulevard/Christian Way</td>
<td>Construct a 3 lane (5th lane will be a center turn lane)connector between Blanking Boulevard and Christian Way.</td>
<td>21,000,000</td>
<td>Louisville Metro</td>
<td>0309.00</td>
<td>2040</td>
<td>Adding main lanes will only add more cars. We should add bike lanes and a bus lane.</td>
</tr>
<tr>
<td>265</td>
<td>Bumrun Boulevard/Christian Way</td>
<td>Construct Blanking Boulevard/Christian Way connector as a 5 lane (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to I-264 (Hurstbourne Parkway).</td>
<td>32,488,000</td>
<td>Louisville Metro</td>
<td>0311.00</td>
<td>2040</td>
<td>Adding more capacity will result in more traffic. We should prioritize alternate means of transport like busses and bike lanes.</td>
</tr>
<tr>
<td>274</td>
<td>KY 1747</td>
<td>Widen southbound Hurstbourne Lane from 3 lanes (from Old Southern Road (CS 20806) to Eden Avenue (CS 19008).</td>
<td>5,010,000</td>
<td>KYTC</td>
<td>0334.01</td>
<td>2024</td>
<td>It would be better to change it to 3 lanes plus a two-way protected bike path.</td>
</tr>
<tr>
<td>284</td>
<td>Hubbard Lane</td>
<td>Widen Hubbard Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1847 (Mountjoy Road). Add bike lanes to Hubbard Lane or any of the new roads from Regeuse Way to KY 1477.</td>
<td>4,404,000</td>
<td>Louisville Metro</td>
<td>0397.00</td>
<td>2022</td>
<td>I also think widening would be counterproductive here. People already go very fast and it is a scary street to cross when walking by yourself or with a stroller. Please prioritize the bike path and reprioritize the turn lane.</td>
</tr>
<tr>
<td>304</td>
<td>- 64</td>
<td>KIPDA ID: 502010. Improvements within the 144 corridor from the Kennedy Interchange to I-264 (Waterfront Expressway) - addressing safety and congestion issues. CHAF ID # - P502010</td>
<td>74,000,000</td>
<td>KYTC</td>
<td>0333.00</td>
<td>2024</td>
<td>Change the lane Park developers to rebuild the Churchill Hill tunnel exit, which they will be overlooking. As it is, traffic backs up onto 64. More load increases the likelihood of an accident where someone will be killed.</td>
</tr>
<tr>
<td>305</td>
<td>- 66</td>
<td>Bridge Interchange and conversion Road from KY 144 to KY 144 (Shelbyville Road) with interchange on the I-169 corridor. Corridor would be in the vicinity of Gilmore Road.</td>
<td>74,240,000</td>
<td>KYTC</td>
<td>0333.00</td>
<td>2029</td>
<td>Why would this be needed? There are already roads there.</td>
</tr>
<tr>
<td>313</td>
<td>KY 22</td>
<td>Improve safety and reduce congestion on KY 22 from 300 feet east of Murphy Lane to Hurst Lane. Project design will evaluate 3 lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.</td>
<td>5,600,000</td>
<td>KYTC</td>
<td>0326</td>
<td>2026</td>
<td>Start this segment now!</td>
</tr>
<tr>
<td>344</td>
<td>KY 22</td>
<td>Improve safety and reduce congestion on KY 22 from 300 feet east of Murphy Lane to Hurst Lane. Includes consideration of a three lane widening and bike lane accommodations.</td>
<td>12,140,000</td>
<td>KYTC</td>
<td>0328</td>
<td>2028</td>
<td>This project should also address the sight distance at Hurst Lane.</td>
</tr>
<tr>
<td>348</td>
<td>KY 196</td>
<td>Improve safety and reduce congestion on KY 196 (Linchens Change) from KY 3208 (KY 320 Highway) to KY 355. Includes consideration of a four lane widening and bike lane accommodations.</td>
<td>20,510,000</td>
<td>KYTC</td>
<td>0328</td>
<td>2028</td>
<td>This project should also address the sight distance at Hurst Lane.</td>
</tr>
<tr>
<td>349</td>
<td>KY 391</td>
<td>Improve safety and reduce congestion on KY 391 (Main Street) from KY 391 (Main Street) to KY 22 (Anderson Avenue Road) to I-264 (Henry Watterson Expressway). Project will evaluate 3 lane widening and consider accommodations for bicyclists and pedestrians. CHAF #03008922</td>
<td>25,708,000</td>
<td>KYTC</td>
<td>0328</td>
<td>The project should do more than “consider” accommodations for bicyclists and pedestrians. There should be continuous sidewalks on both sides of the road and either bike lanes, a cycle track, or a separated multi-use path.</td>
<td></td>
</tr>
<tr>
<td>374</td>
<td>Air Lane</td>
<td>Connect and extend Airline from front to 2 lanes from north of I-64 to Sestonile Road.</td>
<td>100,000,000</td>
<td>Louisville Metro</td>
<td>0340</td>
<td>2040</td>
<td>Project 3948 (Freeway bridge expansion) should be merged with this project between a point about 0.5 mi north of Bard Road and a point just south of the Northpark Southern.</td>
</tr>
</tbody>
</table>
KYTC Highway Plan (June, 2018): Reconstruct US 42 and improve safety and reduce congestion on KY 1447 (Westport Rd) between I-65 and I-264. Project design will evaluate wide shoulder widening in each direction and consider bicycle and pedestrian facilities. CHAF IP2008016.

- Improve safety and reduce congestion on US 60 from I-264 to KY 155. CHAF ID: 0037.00.00037.02. Project design will evaluate one added travel lane in each direction and consider one additional travel lane in each direction and consider bicycle and pedestrian facilities. CHAF IP2008016.

- Improve safety and reduce congestion on US 60 from KY 1447 to KY 1747. Project design will evaluate wide shoulder widening in each direction and consider bicycle and pedestrian facilities. CHAF IP2008016.

- Improve safety and reduce congestion on US 60 from KY 1447 to KY 1747. Project design will evaluate wide shoulder widening in each direction and consider bicycle and pedestrian facilities. CHAF IP2008016.

- Extend and widen Urton Lane from 2 to 3 lanes from north of US 60 to Dawkins Road. The road will have restricted access for public safety and the lanes will be 12’ wide. CHAF IP2008016.

- Construct new 2 lane road along Corrections Department Property from the main entrance of the KY State Reformatory at KY 146 to Dawkins Road. The road will have restricted access for public safety and the lanes will be 12’ wide. CHAF IP2008016.

- Improve safety and reduce congestion on I-65 from KY 61 (Preston Highway) to KY 1747. The project is feasible using a low design speed criteria and a two-lane section. CHAF IP2008016.

- Improve safety and reduce congestion on US 42 from north of US 31E to I-65. Project design will evaluate wide shoulder widening in each direction and consider bicycle and pedestrian facilities. CHAF IP2008016.

- Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section. CHAF IP2008016.
### Project Name: Louisville Loop Connector

- **Description:** A design-build project that will convert I-64 to a boulevard at grade with a dedicated bus lane, 2) bring intelligent signal upgrades, 3) incorporate complete streets roadway improvements.  
- **Cost:** $18,241,610  
- **Agency:** Louisville Metro  
- **State ID:** KY 22  
- **Completion:** 2030  
- **Comments:** Let's make this happen! This area needs improved infrastructure for non-motorized users... too many pedestrian and cyclist collisions. This project needs to be completed ASAP.  

### Project Name: Baxter/Bardstown Premium Transportation Corridor

- **Description:** This project is a design-build project that will: 1) streamline transit service, 2) bring intelligent signal upgrades, 3) incorporate complete streets roadway improvements.  
- **Cost:** $37,970,000  
- **Agency:** Louisville Metro  
- **State ID:** KYTC  
- **Completion:** 2030  
- **Comments:** Why does Bardstown Road only turn into 8 lanes once it gets to the minority neighborhoods? There is nothing walkable about it!
<table>
<thead>
<tr>
<th>KIPDA ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Cost</th>
<th>Agency</th>
<th>State ID</th>
<th>Completion</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>6550</td>
<td>I-71 Main Street/Story Avenue</td>
<td>$2,500,000</td>
<td>Louisville Metro</td>
<td>1300</td>
<td>2030</td>
<td>We need to develop the parking lots, causing Urban Renewal. Allowing for transit over cars will help attract new investment for the many sectors who are getting too old to drive!</td>
<td></td>
</tr>
<tr>
<td>6551</td>
<td>Old Henry Road</td>
<td>$18,180,000</td>
<td>KTTC</td>
<td>1967-20/1867-21</td>
<td>2024</td>
<td>New homes going up in the Oldham sections of Fox Run and the 60s units. Home is building on Factory Lane. Old Henry will be seeing an ever-increasing amount of traffic in the coming years. Make this project a priority.</td>
<td></td>
</tr>
<tr>
<td>6552</td>
<td>420 Street Extension</td>
<td>$7,000,000</td>
<td>Louisville Metro</td>
<td>2030</td>
<td></td>
<td>The project should do more than &quot;consider&quot; pedestrian facilities; there need to be continuous sidewalks on both sides. Bike lanes: if there is room. No additional car lanes!</td>
<td></td>
</tr>
<tr>
<td>6553</td>
<td>KY 2049</td>
<td>$9,370,000</td>
<td>KTTC</td>
<td>2032</td>
<td></td>
<td>Those lanes need to be further from parked cars to reduce the chance of dooring. It also should be wider; either eliminate a car lane or minimize parallel parking.</td>
<td></td>
</tr>
<tr>
<td>6554</td>
<td>East Market Street Streeetcare Improvements</td>
<td>$14,000,000</td>
<td>KTTC</td>
<td>2028</td>
<td></td>
<td>Thuds lane needs to be further from parked cars to reduce the chance of dooring. It also should be wider; either eliminate a car lane or minimize parallel parking.</td>
<td></td>
</tr>
<tr>
<td>6555</td>
<td>Little Indian Creek Trail - Phase 1</td>
<td>$2,600,000</td>
<td>Floyd Co.</td>
<td>2027</td>
<td></td>
<td>Therabouts if you can bike around for exercise. This is the rural area. Not a city.</td>
<td></td>
</tr>
<tr>
<td>6556</td>
<td>KY 2050</td>
<td>$5,280,000</td>
<td>KTTC</td>
<td>2022</td>
<td></td>
<td>Those lanes need to be further from parked cars to reduce the chance of dooring. It also should be wider; either eliminate a car lane or minimize parallel parking.</td>
<td></td>
</tr>
<tr>
<td>6557</td>
<td>I-65 SP DES: Improve safety and reduce congestion at the I-65/264 interchange</td>
<td>$145,581,000</td>
<td>KTTC</td>
<td>2030</td>
<td></td>
<td>How about instead we make a 264 a boulevard and get rid of this interstate altogether. Then we don't need to rebuild this interchange in such an expensive fashion.</td>
<td></td>
</tr>
<tr>
<td>6558</td>
<td>Parkway Bicycle/Pedestrian Improvements</td>
<td>$15,000,000</td>
<td>Metro. Ferro</td>
<td>2035</td>
<td></td>
<td>Let's consider a bike path that connects to each neighborhood in Louisville via neighborhood stations. EVERYBODY needs to be able to go the airport!</td>
<td></td>
</tr>
<tr>
<td>6559</td>
<td>- 71</td>
<td>$66,465,000</td>
<td>KTTC</td>
<td>2033</td>
<td></td>
<td>We need to improve this intersection. Even if we put a left turn lane on 265 we don't want more congestion. We don't want more carbon emissions. We don't want more development.</td>
<td></td>
</tr>
<tr>
<td>6560</td>
<td>Louisville Loop-Riverside Shared-Use Path System</td>
<td>$20,000,000</td>
<td>Louisville Metro</td>
<td>2023</td>
<td></td>
<td>Let's consider a bikeway that connects to each neighborhood in Louisville via neighborhood stations. EVERYBODY needs to be able to go the airport!</td>
<td></td>
</tr>
<tr>
<td>6561</td>
<td>Main Street/Story Avenue station</td>
<td>$4,582,000</td>
<td>Louisville Metro</td>
<td>2021</td>
<td></td>
<td>Let's consider a bikeway that connects to each neighborhood in Louisville via neighborhood stations. EVERYBODY needs to be able to go the airport!</td>
<td></td>
</tr>
<tr>
<td>6562</td>
<td>FARC Cross River Connectors</td>
<td>$3,000,000</td>
<td>FARC</td>
<td>2030</td>
<td></td>
<td>Let's consider a bikeway that connects to each neighborhood in Louisville via neighborhood stations. EVERYBODY needs to be able to go the airport!</td>
<td></td>
</tr>
<tr>
<td>6563</td>
<td>64 Sherman Minton Connector Maintenance</td>
<td>$48,675,000</td>
<td>MCDOT</td>
<td>2022</td>
<td></td>
<td>Connect the bike &amp; pedestrian bridge to the new bridge.</td>
<td></td>
</tr>
<tr>
<td>6564</td>
<td>- 71</td>
<td>$39,238,000</td>
<td>KTTC</td>
<td>2030</td>
<td></td>
<td>Strongly against those who want to be driven by narrow or lack of lanes. They appear to result from an inefficient interchange with I-65/264.</td>
<td></td>
</tr>
<tr>
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<td>Comments</td>
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</tr>
<tr>
<td>2608</td>
<td>KY 840/Renaissance Park</td>
<td>RT 74 Highway Plan (2035): Construct new interchange on KY 840 at the Renaissance South Business Park. Project length is 1 mile.</td>
<td>$33,400,000</td>
<td>KYTC</td>
<td>00000.00</td>
<td>2024</td>
<td>Is this really necessary?</td>
</tr>
<tr>
<td>2608</td>
<td>Plantside Drive</td>
<td>Extend Plantside Drive from Rehl Road to Taylorsville Road.</td>
<td>$34,150,740</td>
<td>KYTC</td>
<td>00000.00</td>
<td>2026</td>
<td>This project is in conflict with the proposed I-71/640 extension (476). The two projects should be merged between a point about 0.5 mile north of Rehl Road and a point just south of the Northfork Southern Railway, where a bridge has already been started.</td>
</tr>
<tr>
<td>2614</td>
<td>Commerce Parkway Widening</td>
<td>Add continuous turning lane for approximately three miles including the relocation of 1/2&quot; wide shared-use path. Lane width is 12' with one proposed signal between terminals. Project length is 3 miles</td>
<td>$17,500,000</td>
<td>Oldham Co.</td>
<td>00209.00</td>
<td>2029</td>
<td>Future development requires this widening.</td>
</tr>
<tr>
<td>2615</td>
<td>Extended Road</td>
<td>Construct a new urban roadway section to connect KY 346 and KY 393 Bypass in Crestwood.</td>
<td>$3,279,668</td>
<td>Oldham Co.</td>
<td>00209.00</td>
<td>2026</td>
<td>Traffic congestion in downtown Crestwood is horrible. Please build this road.</td>
</tr>
<tr>
<td>2498</td>
<td>Centennial Ph 1 - Signal System Upgrade and Research</td>
<td>Improve intersection safety at signal-controlled intersections; along heavily traveled corridors in Jefferson County with high current and projected congestion.</td>
<td>$1,884,896</td>
<td>Louisville Metro</td>
<td>00528.00</td>
<td>2022</td>
<td>An integrated transportation system would allow traffic control staff to dynamically adjust traffic lights to relieve congestion.</td>
</tr>
<tr>
<td>2740</td>
<td>Bardstown Road Safety Study Implementation - Southern Phase</td>
<td>The Bardstown Road Safety Study was created in 2018 and provides recommendations to improve safety (prioritizing non-motorized users) along the corridor from Broadway to I-264.</td>
<td>$1,100,000</td>
<td>Louisville Metro</td>
<td>00528.00</td>
<td>2025</td>
<td>Address Jordan Broadway pedestrian cross in the common area.</td>
</tr>
<tr>
<td>2748</td>
<td>Intelligent Transportation Systems Priority Corridors</td>
<td>Upgrade the traffic system along priority corridors identified as premium transit corridors in the Move Louisville planning study to provide a smart traffic management system.</td>
<td>$30,000,000</td>
<td>Louisville Metro</td>
<td>00528.00</td>
<td>2035</td>
<td>Yes! Maybe project 2668 should be merged into this one.</td>
</tr>
<tr>
<td>2753</td>
<td>Three Forks of Beargrass Creek Greenways</td>
<td>This project will plan, design, and construct an accessible shared-use path system in the three forks of Beargrass Creek as Premium Transit Corridors in the Move Louisville planning study.</td>
<td>$75,000,000</td>
<td>Louisville Metro</td>
<td>00528.00</td>
<td>2035</td>
<td>I love this idea! And, would prioritize this idea over every single interstate project in this plan. Do this first. Let's make this the top priority!</td>
</tr>
<tr>
<td>KIPDA ID</td>
<td>Project Name</td>
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<td>----------</td>
<td>------------</td>
<td>----------</td>
</tr>
<tr>
<td>2845</td>
<td>2018-2022</td>
<td>Improve safety and to provide continuous sidewalks along the east-west corridor.</td>
<td>$1,100,000</td>
<td>Louisville Metro</td>
<td>2035</td>
<td>2030</td>
<td>Full-time parking both sides with designated turn lanes.</td>
</tr>
<tr>
<td>2845</td>
<td>2018-2022</td>
<td>Improve safety and to provide continuous sidewalks along the east-west corridor.</td>
<td>$1,100,000</td>
<td>Louisville Metro</td>
<td>2035</td>
<td>2030</td>
<td>Full-time parking both sides with designated turn lanes.</td>
</tr>
</tbody>
</table>

This project should also include significant storm water management improvements.

Design with PEOPLE in mind and not as the priority. Would be happy if they cleared the roadway to cars, brought back structures, with dedicated bike/roller lanes, trees for as far as the eye can see. PEOPLE first!

Full-time parking both sides, one designated, left turn lane. Safety is a concern along this stretch. We need more crosswalks and a road diet.

Please consider modifying the section of Bardstown Road with the HPZ. During rush hour and volume of traffic is dangerous for pedestrians and bicyclists.

Please implement more curb bumpouts and bike extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.

This is an absolute no-brainer. One of the highest concentration of vehicle, bicycle and pedestrian crashes in the state. Let's fast track this one!

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

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Please consider modifying the section of Bardstown Road with the HPZ. During rush hour and volume of traffic is dangerous for pedestrians and bicyclists.

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Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

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Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

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This project should also include significant storm water management improvements.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.

Please consider adding crosswalks and bike lane extensions. We also desperately need 24-hour parking.

Please consider the roundabouts at Eastern and at Broadway.

Please reduce to one lane of traffic in each direction to allow 24-hour parking along this section of Bardstown Road. Include turning lanes at major intersections. Also, we need to add crosswalks and add signage directing drivers to stop for pedestrians.

Please complete this project before 2030! We need to improve safety now to make Bardstown Rd a desirable destination for residents and visitors.

This project should also include significant storm water management improvements.
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</thead>
<tbody>
<tr>
<td>2786</td>
<td>Jeffersontown to Parklands Multi-use Bicycle/Pedestrian Trail</td>
<td>Construct a 10-foot wide multi-use bicycle/pedestrian trail extending from Factory Lane Road to South Kit Road/Parklands.</td>
<td>$1,450,000</td>
<td>Jeffersontown</td>
<td>2025</td>
<td>Do this NOW! SO MUCH NEEDLESS TRAFFIC (AND DEER COLLISION). If a parent dies, how can the family afford their mortgage??</td>
<td>x</td>
</tr>
<tr>
<td>2786</td>
<td>Intersection of Hwy 150 onto I64 East bound.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>We need a tunnel to create green space and connect the neighborhoods</td>
</tr>
</tbody>
</table>

**General - Formstack**

**Note:**

1. I vehemently object to building the proposed additional roads and wider roads at the periphery of our currently developed land area. We should refuse building additional roadways into these areas, as they induce development into their land areas, which cause the construction of all other types of infrastructure (newer, other roads, sidewalks, electric and gas utilities, etc.). The land development patterns that will be constructed along these new/wider roads do not produce enough tax revenue to support the long-term maintenance of all of these pieces of infrastructure. As a result, the tax revenue of our entire community will get stretched even more thin to support more for floundering development - caused by the MTP’s planned road widening and expansion projects at our city’s edge. We already lack the money to pay for and maintain the infrastructure we have. How are we supposed to pay for more? This plan continues to overburden our future generations with financial and environmental liabilities we will be unable to pay.

2. Our community cannot afford more acres of developed land to maintain. We must understand that our decisions to build new and wider roads induce growth outward. We can induce growth within our CURRENT area of development by focusing on excellent maintenance of our existing roadway network - and making the current roadways conducive more to walking, biking, and public transit than to driving in a car.

3. I am disappointed by the overwhelming goals for our dedicated bike network and pedestrian walkway network. These goals are patently unattainable.

4. There are some good projects in this plan - including the redo of Main/Story intersection, more Louisville Loop, two-way streets downtown and in Fortond, the Bardstown Road project, and Beargrass Creek efforts. But, the money being applied to these projects is small fry in comparison to the damage the community will suffer as a result of the road additions and widening proposed in Oldham County, Bullitt County, and eastern Jefferson County.

5. Outward growth is not a predetermined or predetermined outcome - roads enable this growth. In the same way, if we choose we don’t want this outward growth, we can choose not to grow or expand these roads. And that is exactly what we need to do. For our pocketbook and for our planet’s health. We cannot have more car traffic - it is a huge cause of carbon emissions. We need to shift away from a land development pattern where the only way is to get around is in a car.

**General - Formstack**

1. US-60 improvements are desperately needed in the Middlebelt, 67 Ave. Commercial and residential development have created a traffic nightmare. US-60 afternoon traffic starts at 2pm and doesn’t subside until 7pm. The US-60 and I-264 interchange was outdated 20 years ago. Please expedite that project. We need an interchange similar to the US-64/I-264 configuration which eliminates left hand turns.

2. The Louisville Loop shared use path seems to have stalled in eastern Jefferson County. We haven’t seen any progress or even update information for the Middletown-Eastwood Connector or the continuation of the loop north of US-60. Please make that a priority and please update the public on the project status.

3. Thank you.

**General - Formstack**

**Note:**

1. LIGHT RAIL is essential to a vibrant successful 20 year regional transportation plan.

2. Louisville has two bridges, we can get light rail if the community aspires to that goal.

3. Saint Louis, Dallas, Atlanta, DC have built their light rail infrastructure over the past 30 years. Chicago has improved its L by over the past 40 years (eg extension to O’Hare).

4. Amtrak would not consider going to a city without a transportation system other than cars.

5. Consider the apartment development along Factory Lane. How are these people supposed to get downtown. The freeway system is already at rush hour capacity.

6. Light rail would markedly enhance Louisville future (eg 20-50 year and beyond) economy.

7. Louisville, Lexington, Cincinnati, Indianapolis, Nashville, St Louis SADLY lack convenient, relaxing intercity transportation, typified by the high speed rail model prevalent in Europe.

**General - Formstack**

**Note:**

1. The current plan SUCCEEDS pedestrians. Every day each of us is a pedestrian unless we are in a motorized vehicle. This plan is inadequate to serve pedestrians. Maybe KTC is wanting to lessen Kentucky’s population by increasing pedestrian deaths which have been on the increase in the last several years. What is the number of pedestrians that must die before KTC considers making mobility safer for pedestrians?

2. I would like a response to my question.

**General - Formstack**

Additional interstate lanes have never reduced congestion when in a congested environment. Every city in the US can attest to that fact. Additional interstate lanes induce more trips, resulting in the same level of congestion. Reducing congestion on the major roads is achieved by changing trips to alternate forms of transportation including inherently dense modes such as bus and train.

All modes of transportation need to be the priority. People will walk, bike, e-bike, and scooter, when given a safe travel path without the fear of getting hit by a vehicle.
<table>
<thead>
<tr>
<th>KIPDA ID</th>
<th>Project Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>KY 393</td>
<td>KY 393 reconstruction from 140 feet south of railroad crossing (CSX) extending northwest towards KY 146 ending at Station 12+00 (Design under 5-230.00). (Construction Seq.#2).</td>
<td>11,990,000</td>
<td>KYTC</td>
<td>2022</td>
<td>00234.00</td>
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</tr>
</tbody>
</table>

Hello KIPDA,

I appreciate that the MTP 20-year plan acknowledges climate change and that transportation has a big role in reducing GHG emissions. As those conversations continue, how possible is it going to be to change this plan along the way to include new ideas? While the plan brings up many examples of ways to work on this issue (encouraging ride sharing, bikes, more alluring transit), I'm confused about how the projects will be accomplished. It looks like projects can be undertaken by different groups in the community (unless I'm wrong). Is there a way to ensure these ones get done?

In the Performance Management Plan, environmental sustainability is one of the federal requirements, but I don't see any metrics/specifics listed anywhere on the MTP itself to measure that air pollution/GHG emissions are actually decreasing. I realize there's a lot that could be said there, but it's irritating to be redirected so many times to other documents and sites. It would be nice to have a brief summary on the MTP itself. I see that KIPDA is planning to do its own air quality analysis and update it every four years... is that happening this year, or going to be completed and added in 2024?

Thank you!

---

Public Meeting

*The number of times a mode or plan element was the primary topic of a public comment is NOT an indication of support or lack of support for a given project, program, or issue. The identified totals only reflect the number of comments that discussed a particular mode or issue. Some comments offered opinions about more than one mode or issue.*
<table>
<thead>
<tr>
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<th>Cost TIP</th>
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<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023 FY 2023</td>
<td>KY 329 (16CCR)</td>
<td>Project length is 2.785 miles. Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Parkway to Plantside Drive. Project length is 1.61 miles.</td>
<td>$ 65,320,000</td>
<td>KYTC</td>
<td>020114.00/020013.03</td>
<td>2023</td>
<td>STBG-MPO Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.</td>
</tr>
<tr>
<td>2024 River Road</td>
<td>Construction of a waterfront trail, construction of a Safe Passage Transfer facility, extension of rail within existing park boundaries, an additional rail siding adjacent to the existing yard, and a 2 acre truck to rail paved intermodal yard.</td>
<td>$ 57,270,000</td>
<td>Louisville Metro</td>
<td>00481.01</td>
<td>2023</td>
<td>STBG-MPO No. IS-32 is alternative. Improve bike and pedestrian lanes. Don’t encourage more traffic on scenic road.</td>
<td></td>
</tr>
<tr>
<td>2025 KY 2032</td>
<td>KYTC Highway (June, 2018): Improve the safety and operation of KY 2032 (Dowtown Land from US 60) (Shively Road to US 42 (Brownbore Road). Approximately 1.07 miles (2014BOP). Additional Considerations: From: KY S 123 To: KY 590.</td>
<td>$ 2,297,000</td>
<td>KYTC</td>
<td>00613.00</td>
<td>2025</td>
<td>STBG-MPO Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.</td>
<td></td>
</tr>
<tr>
<td>2026 Cooper Chapel Road</td>
<td>Phase 3: Extend and construct 3 lane roadway with a continuous center turn lane from KY 712 (Streetsville Drive) to US 150 (Bardstown Road) at Bardstown Falls Road. Project will include consideration of flexibility and pedestrian facilities.</td>
<td>$ 21,487,500</td>
<td>Louisville Metro</td>
<td>00484.01</td>
<td>2022</td>
<td>STBG-MPO Ensure that bike lanes are protected by concrete or bollards for its entirety or else it will be less used and less safe and will create more car riders.</td>
<td></td>
</tr>
<tr>
<td>2027 Hubbards Lane</td>
<td>SH 228 (Shively Road) from 2 to 3 lanes (3rd lane will be a center turn lane from US-60 to Shively Road) to KY 1567 (Westport Road). Add bike lanes to Hubbards Lane from K Furnace Way to KY 1567. Project length is 1.44 miles.</td>
<td>$ 4,984,937</td>
<td>Louisville Metro</td>
<td>00485.00</td>
<td>2023</td>
<td>STBG-MPO Final the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.</td>
<td></td>
</tr>
<tr>
<td>2028 River Road</td>
<td>Construction of a shared use path along opening Road from the end of the shared use path at the railroad crossings</td>
<td>$ 5,607,000</td>
<td>Louisville Metro</td>
<td>00486.00</td>
<td>2023</td>
<td>STBG-MPO Final the Loop</td>
<td>Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.</td>
</tr>
<tr>
<td>2029 Old Bardstown Road Trail Phase III</td>
<td>Old Bardstown Road Extension</td>
<td>$ 10,364,710</td>
<td>Louisville Metro</td>
<td>00487.00</td>
<td>2018</td>
<td>STBG-MPO Final the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.</td>
<td></td>
</tr>
<tr>
<td>2030 River Road Bicycle &amp; Pedestrian Improvements</td>
<td>Design and construct an accessible shared use path system along Middle Fork of Beargrass Creek bridge to Ormsby Station</td>
<td>$ 2,042,500</td>
<td>Louisville Metro</td>
<td>00488.00</td>
<td>2020</td>
<td>STBG-MPO Complete the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe.</td>
<td></td>
</tr>
<tr>
<td>2031 KY 329</td>
<td>KY 329 (16CCR). Project length is 2.785 miles.</td>
<td>$ 6,790,000</td>
<td>Louisville Metro</td>
<td>00489.00</td>
<td>2023</td>
<td>STBG-MPO Fine the Loop x The idea promotes walking/biking and connects residential car centric areas. Perhaps will get folks OUT of their cars! SO important.</td>
<td></td>
</tr>
<tr>
<td>2032 Old Way Street Conversion to Two-Way (Phase 2)</td>
<td>Old Way Street Conversion to Two-Way</td>
<td>$ 6,696,000</td>
<td>Louisville Metro</td>
<td>00490.00</td>
<td>2019</td>
<td>STBG-MPO Final the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.</td>
<td></td>
</tr>
<tr>
<td>2033 KY 64</td>
<td>KY 64 - Old Brandt/Ky-Church Road from 2 to 3 lanes from I-65 to Cedar Creek Road. Project length 1.627 miles.</td>
<td>$ 9,155,000</td>
<td>KYTC</td>
<td>00491.00</td>
<td>2021</td>
<td>STBG-MPO Final the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.</td>
<td></td>
</tr>
<tr>
<td>2035 244/US 32</td>
<td>KYTC Highway (June, 2018): Reconstruction/Rehab. 254 (Middletown Expressway) from Westport Road (KY 447) to I-65, including the US 42 interchange and a SPLU (Project includes S-61221-020200 and S61221-020100). Project length 2.97 miles.</td>
<td>$ 30,140,000</td>
<td>KYTC</td>
<td>00492.00</td>
<td>2018</td>
<td>MHS y Yes. It’s time.</td>
<td></td>
</tr>
<tr>
<td>2036 Bluegrass Commerce Park Bike/Pedestrian Trail</td>
<td>Bluegrass Commerce Park Bike/Pedestrian Trail</td>
<td>$ 1,515,000</td>
<td>Jeffersonville</td>
<td>00493.00</td>
<td>2021</td>
<td>STBG-MPO x Doesn’t appear this is connecting residential areas with work or other destinations that drive pedestrians/bikers.</td>
<td></td>
</tr>
<tr>
<td>2037 Louisville Loop Shared Path</td>
<td>Spur Trailhead facilities through Jefferson Memorial Forest from north end of sand quarry tunnel at Gene Snyder FWY to west terminus of the existing MSD trail approximately 2.7 miles.</td>
<td>$ 111,387</td>
<td>Louisville Metro</td>
<td>00494.00</td>
<td>2020</td>
<td>STBG-MPO Final the Loop x Design and construct shared use path.</td>
<td></td>
</tr>
<tr>
<td>2038 Louisville Loop Shared Path</td>
<td>Spur Trailhead facilities through Jefferson Memorial Forest from Bevin’s Gap Road to north end of sand quarry tunnel at Gene Snyder FWY (the tunnel will be part of this segment).</td>
<td>$ 323,517</td>
<td>Louisville Metro</td>
<td>00495.00</td>
<td>2023</td>
<td>STBG-MPO Final the Loop x Design and construct shared use path.</td>
<td></td>
</tr>
<tr>
<td>2039 Louisville Loop Shared Path</td>
<td>Spur Trailhead facilities through Jefferson Memorial Forest from Bevin’s Gap Road to north end of sand quarry tunnel at Gene Snyder FWY (the tunnel will be part of this segment).</td>
<td>$ 183,316</td>
<td>Louisville Metro</td>
<td>00496.00</td>
<td>2022</td>
<td>STBG-MPO Final the Loop x Design and construct shared use path.</td>
<td></td>
</tr>
<tr>
<td>2040 KY 2031</td>
<td>KYTC Highway (November, 2019): Improve the safety and operation of KY 2031 (Downtown Land from US 60) (Shively Road to US 42 (Brownbore Road). Approximately 1.07 miles (2014BOP).</td>
<td>$ 6,790,000</td>
<td>KYTC</td>
<td>00497.00</td>
<td>2019</td>
<td>STBG-MPO Final the Loop x Include bike lanes that are protected by concrete or bollards for its entirety or else it will be less used and less safe and have more car congestion.</td>
<td></td>
</tr>
<tr>
<td>2041 70</td>
<td>SP 0426, terminus priority section, 0.75 between I-65 and KY 221 (US 60). Project length is 2.785 miles.</td>
<td>$ 36,050,000</td>
<td>KYTC</td>
<td>00498.00/00499.00</td>
<td>2019</td>
<td>STBG-MPO x Additional Interactions with suburban environments to not reduce visualization, they study site wide traffic with no impact on aesthetics. Focus efforts on reducing trips, or inherently dense modes of transportation – buses and trains.</td>
<td></td>
</tr>
<tr>
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<tr>
<td>4224</td>
<td>KY 1931</td>
<td>Avoid KY 1931 (Maney's Road) from 2 to 3 miles from US 119 (Elizabethtown Highway) to Dixie High School. (2014GDP). Project length is 1.759 miles.</td>
<td>$12,000,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2017</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4225</td>
<td>University of Louisville Bridge Reconstruction</td>
<td>Install or retrofit 400 or more lighting fixtures throughout campus including the &quot;T. Thrift&quot; Humanities Building and other campus sidewalk locations.</td>
<td>$449,668</td>
<td>Univ. of Louisville</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>3211</td>
<td>Porto de Velho Tract-To-Rail and Rail-To-Tract Improvements</td>
<td>Development of a walk from rail to loss, construction of a walk-rail transfer facility, extension of rail within existing port boundaries, an additional rail siding adjacent to the existing end, and a 3-acre truck-to-rail-paved intermodal yard.</td>
<td>$2,550,000</td>
<td>Forte of Indiana</td>
<td>TIGER</td>
<td></td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>2299</td>
<td>Cannon Lane</td>
<td>Construction of sidewalk along Cannon Lane between Wilks Avenue and Broadman Field (Sam Seek, 1.0 miles.</td>
<td>$750,000</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4208</td>
<td>Northeast Louisville Loop-MET Section 1</td>
<td>Construct a shared-use path along US 62 (Dixie Highway) from Beckley Woods to Beckley Station, 0.15 in Mi.</td>
<td>$937,500</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4209</td>
<td>Northeast Louisville Loop-MET Section 2</td>
<td>Construct a shared-use path along US 62 (Dixie Highway) from Beckley Station to Briarm Wood Road, 0.7 miles.</td>
<td>$1,615,000</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4211</td>
<td>Northeast Louisville Loop-MET Section 3</td>
<td>Construct a shared-use path along US 62 (Dixie Highway) from Beckley Creek Park to Eaveswood Cut off, 0.6 miles.</td>
<td>$1,875,000</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4288</td>
<td>Main Street/Story Avenue Intersection</td>
<td>Interchange project at Main Street/Story Avenue/Master Avenue including transitions between Westport Street to the west and Johnson Street to the east, transforming it into a four-lane intersection.</td>
<td>$4,982,899</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2021</td>
<td>STBG-MPO</td>
</tr>
<tr>
<td>4403</td>
<td>Riverport Circulator -Access to Jobs in Southwest Louisville</td>
<td>The Riverport Circulator Project will expand public service in the Riverport employment center, and connect homes to jobs in the Southwest Metro Area, adding to connections to routes 19, 43, 25, 50, 18, Glaze-Preston Hwy, and the BRT service on Dixie.</td>
<td>$1,082,000</td>
<td>TARC</td>
<td>NDOT</td>
<td>2020</td>
<td>NMVT ST</td>
</tr>
<tr>
<td>4470</td>
<td>Historic Memorial Multi-Use Trail</td>
<td>Construct one segment of Mount Washington's Historic Memorial Multi-Use Trail. 11'2&quot; multi-use path on the west side of Old Bardstown Road 11'2' sidewalk, east side section terminating at existing sidewalk on Village Lane</td>
<td>$88,000</td>
<td>Mount Washington</td>
<td>NDOT</td>
<td>2020</td>
<td>TAST</td>
</tr>
<tr>
<td>5333</td>
<td>5th Sherman Minton Connector</td>
<td>Maintenance of the 5th Sherman Minton bridge and three interior approach bridges and one Kentucky approach bridge.</td>
<td>$24,182,079</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2025</td>
<td>NDOT</td>
</tr>
<tr>
<td>5335</td>
<td>Louisville SouthShore Line Path - McKinely Lake Park Segment</td>
<td>Construct approximately two miles of the 10-12 foot wide asphalt/concrete shared use path through McKinely Lake Park.</td>
<td>$2,832,636</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2022</td>
<td>TARC</td>
</tr>
<tr>
<td>5340</td>
<td>River Road Multi-Use Improvements</td>
<td>Reallocation of the northern most lane traveling in the westbound direction and relocation of the existing barrier wall to re-establish the existing separated multi-use path of sub-standard width.</td>
<td>$1,991,885</td>
<td>Louisville Metro</td>
<td>NDOT</td>
<td>2022</td>
<td>TARC</td>
</tr>
<tr>
<td>5342</td>
<td>5th Sherman Minton Bridge</td>
<td>Fracture critical inspection of Sherman Minton Bridge on I-64.</td>
<td>$250,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2024</td>
<td>NDOT</td>
</tr>
<tr>
<td>5419</td>
<td>5th Road</td>
<td>Address deficiencies of bridge over Green River Creek on River Road CR 1001B (0.7 miles) north of Lime Kiln Road CR 1006C from MP 3.30 to MP 3.87.</td>
<td>$2,317,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2022</td>
<td>STBG-ST</td>
</tr>
<tr>
<td>5474</td>
<td>Seneca Loop</td>
<td>Address deficiencies of Seneca Loop Bridge over Red Creek Beargrass Creek US 5500/5027/CR 1000A from MP 2.66 to MP 3.00.</td>
<td>$580,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2023</td>
<td>TARC</td>
</tr>
<tr>
<td>5479</td>
<td>Old Westport Road</td>
<td>Address deficiencies of Old Westport Road bridge over Senator Creek (5500/5027/CR 1000A) from MP 2.66 to MP 3.00.</td>
<td>$473,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2021</td>
<td>TARC</td>
</tr>
<tr>
<td>5482</td>
<td>7-5</td>
<td>MP 65.39 - Regional safety and reduce congestion on I-71/75 between KY 90 and KY 53 to relieve congestions in Louisville. Project length is 1.0 miles.</td>
<td>$2,000,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2020</td>
<td>NDOT</td>
</tr>
<tr>
<td>5497</td>
<td>KY Highway 2455</td>
<td>Construct realignment of KY Highway 2455, realignment of KY Highway 2455, and KY 53 to relieve congestions in Louisville. Project length is 1.0 miles.</td>
<td>$17,392,000</td>
<td>KYTC</td>
<td>NDOT</td>
<td>2020</td>
<td>NDOT</td>
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<tr>
<td>904</td>
<td>7-31</td>
<td>KYTC Highway Plan (late, 2018) Improve the interchange of I-71 and KY 320. CHAF ID: IP20170011. Project will evaluate widening from 4 to 6 lanes.</td>
<td>$925,000,000</td>
<td>KYTC</td>
<td>2019</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>901</td>
<td>7-30</td>
<td>Improve safety and reduce congestion on I-71 to KY 393 (MP 9.1) to KY 329 (MP 12.6).</td>
<td>$3,500,000</td>
<td>KYTC</td>
<td>2020</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>902</td>
<td>7-33</td>
<td>Bridge replacement on US 31, 0.20 mile north of IN 160 at Wolf Run.</td>
<td>$1,853,587</td>
<td>INDOT</td>
<td>2020</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Public Comments**

- **Schedules / Funding**: x
- **Other**: x

**Number of times each mode or plan element was the primary topic of a public comment:** 0 5 16 5 14 16

*The number of times a mode or plan element is introduced during public comment is NOT a reflection of support or lack of support for a given project, program, or issue. The identified totals only reflect the number of comments that discussed a particular mode or issue. Some comments offered opinions about more than one mode or issue.
Good Day Amanda,

As requested, the following are comments from KYTC Central Office Planning regarding the above stated draft documents.

MTP (Referencing printed version of document)
1. Page ii (before Table of Contents), requesting review of TPC and TTCC committee membership to more accurately represent populations within the MPO Area.
2. Page 9, request consideration of adding the following item: Efficient and Timely Execution of Projects.
3. Page 12, Where any of the different data sources listed used to help validate/calibrate the data used to project data through the model?
5. Page 14-15, Under POPULATION and in Figure 1, please restate the data sources for the projected population data. One example, Oldham County expected growth increase of 57% seems high and would benefit from a secondary validating data source or at least more historical data.
6. Page 16 & all Figure Maps, Please add a North Arrow to all the Figure Legends throughout the document.
7. Page 18, A % Change in previous historic data shown in Figure 4 would help validate the anticipated household increases noted. One example, Oldham County expecting a 70% increase in households by 2040 seems high at first view.
8. Page 21, Adding Employment historical data or stating secondary data sources would help confirm the significant employment forecasted. One example, Bullitt County notes a 191% increase in employment. This information would validate at least further discussion as to how this data was derived.
9. Page 24, Request re-writing the second and third paragraphs under, “ENVIRONMENTAL JUSTICE POPULATIONS.” Re-state third sentence under “PROJECT TYPE ANALYSIS.”
10. Page 30, Under “EXISTING CONGESTION & STATE OF THE SYSTEM,” within the second paragraph, draft states, “The age of the traffic counts varied, with the most recent counts from 2016.” Is 2016 the most recent available traffic data or is this a typo? Thought traffic data was continually updated.
11. Page 52, re-write in present tense once Draft approved.
12. Page 70-74, KYTC is still concerned with identifying monetary caps in the Grouped projects category. These defined monetary limits impede the purpose and intent of the separately identified Grouped Project category as defined in the Code of Federal Regulation (CFR) to expedite implementation of these air quality exempt projects. These projects should be allowed to proceed administratively, while simultaneously making the public aware of these needed improvements.

13. Page 235, Any more data more recent than 2016 for congestion analysis?

14. Page 245, Figure 7B: Image is blurry and hard to identify bridges. My copy appears to show 8 bridges in this Figure, while the list of bridges on page 244 only lists 7 bridges.

15. Page 249, under “IMPEDEANCE ON THE FREIGHT NETWORK,” add the date of the “Regional Freight Mobility Study” within this document.

16. Page 251, under “ENVIRONMENTAL JUSTICE IMPACT REVIEW,” add an “asterisk” or column header above the “dots” within the Project listing table.” The last sentence of the last paragraph could be separated from the last paragraph with “NOTE:”. Then state “Projects labeled with an “asterisk” (or dot at the end of each row) on the following table have a non-motorized component that may improve mobility in these areas.

17. Page 255-257, under “CONGESTION MANAGEMENT PROESS IMPACT REVIEW,” in the last paragraph, re-check the number of projects listed as “159” with the number of projects listed in the table below.

18. Page 260, under “AIR QUALITY ANALYSIS & CONFORMITY,” define PM2.5 as particulate matter and discuss what 2.5 represents to the general public.


20. Page A-266-267, under “APPENDIX A: ACRONYMS,” A. change KYTC abbreviation to mean, “Kentucky Transportation Cabinet.” B. Add TBD - To Be Determined as it is mentioned throughout Performance Measures Appendix C and not specifically defined as such. This will help the non-English speaking public who may not be familiar with this acronym. C. Add MOVES - Motor Vehicle Emissions Simulator Model

21. Page A-270, under “APPENDIX C: PERFORMANCE MEASURES & TARGETS,” within Baseline bullet define “TBD” as “To Be Determined.” Also noted above in Item #20.B.

22. Page A-278-280, under “APPENDIX D: PROJECT EVALUATION FORM,” font is too small for 20/20 vision. Enlarge font to 11-12 points and reformat if necessary to become legible. May require additional pages to show all questions.

23. Page A-286-293, under “APPENDIX G: CANDIDATES FOR GROUP PROJECTS,” not sure why this is listed, especially when noted “The projects are not include dint he MTP, because they can be added to the TIP through the group project proess hwen funding is identified.” Confusing to add in the MTP.

of first paragraph, “Please note, “Connecting Kentuckians 2040” will not accept administrative modifications” when specific Group Projects have been listed under Appendix G as they are also subject to change.

25. Page A-402, under “APPENDIX J: AMENDMENT POLICY,” why does it seem that the first paragraph and the paragraph under sub-category, “EXISTING PROJECTS,” after the 10 step listing, in direct conflict with each other? It appears that the second paragraph noted, limits the flexibility in adding much needed projects to the Louisville MPO Area such as TIGER/INFRA Grants where these projects have a short window of opportunity to receive federal funds. KYTC would support a process that allows this region to receive such funding.

TIP (Referencing printed version of document)
1. Page ii, before Table of Contents, requesting review of TTCC and TPC committee membership to more accurately represent populations within the MPO Area.
2. Page 12, under “AMENDMENTS,” defining the specific number of amendments does not appear beneficial to allow for the potential to streamline the process to meet future needs. Also, this number of amendments does not note the difference between exempt and non-exempt Amendments, which could result in more than 4 amendments in one year.
3. Page 13, under “FIGURE 2: TIP Amendment Process,” suggest condensing the timeline as the start date could begin with deadline date to KIPDA versus the “Sponsors submit project changes” to eliminate the “5-15 days.” Also, some of these activities could happen simultaneously, versus in sequence.
4. Page 13, under “MTP,” revise statement “relatively small-scale projects” to “air quality exempt projects.”
5. Page 14-17, under “GROUP PROJECT CATEGORIES,” KYTC is still concerned with identifying monetary caps in the Grouped Projects Category. These defined monetary limits impede the purpose and intent of the separately identified Grouped Projects category as defined in the Code of Federal Regulations (CFR) to expedite implementation of these air quality exempt projects. These projects should be allowed to proceed administratively, while simultaneously making the public aware of these needed improvements.

General: To coincide with the bi-annual Enacted Highway Plan, The Louisville MPO TIP will need to be Amended and Administratively Modified to reflect these changes once the final MTP is approved by FHWA/FTA. The MTP will also likely need to be Amended to include include possible changes.

If you have any questions, feel free to contact me.
Hope this will serve as submission of comments from KYTC Central Office Planning as part of the KIPDA Louisville MPO Public Comment period for the Draft MTP and TIP.

Wishing you a wonderful weekend.

Sincerely,
Tonya Higdon, P.E.
Transportation Engineer Specialist
KYTC - Division of Planning
200 Mero Street
Frankfort, KY 40622
Direct: 502-782-5062
KIPDA staff,

See attached KYTC District 5 comments from the review of KIPDA’s draft Metropolitan Transportation Plan (MTP) and 2020-25 KIPDA TIP.

We spent more time reviewing the MTP draft. Many policy based comments will apply to both documents.

Thanks,
Tom Hall
DS Planning Supervisor
KYTC
Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP)
Review Comments from KYTC District 5 Office
Prepared by Tom Hall, D5 Planning Supervisor, KYTC
February 7, 2020

Page Number: 8-9

Comment Location: Introduction, Connecting Kentuckiana 2040 Update Section and Key Planning Factors Section

Comment: CK2040 MTP does not include a principle or goal that mirrors the state and federal goal to “Reduce Project Delivery Delays” ref. 23 USC 150 (b). KIPDA should consider adding this to be consistent with state and federal goals.

Page Number: 12

Comment Location: Trends, Forecasts & Forces, Socioeconomic Forces

Comment: Consider a sentence at beginning explaining what a socioeconomic forecast is.

Page Number: 14

Comment Location: First Paragraph under ‘Oldham County, KY Comprehensive Plan’

Comment: The last sentence “(something about economic development, community involvement, well-planned and coordinated roadways, multi-modal transportsations, and preserve natural and cultural resources)” appears to still be in the drafting phase and should be finalized.

Page Number: 16, 17, 19, 22, 23

Comment Location: Map Legends

Comment: The first indicator (white on all the maps) is for 0% change and under, but has awkward numbers (i.e. p16 ‘-916 – 0 persons’ and p17 ‘-47-0’ persons). Is there a way to make this a smoother phrase, such as ‘0% or under’ on the legend?

Page Number: 24
**Comment Location:** Trends, Forecasts & Forces, Environmental Justice  
**Comment:** Consider a sentence at beginning explaining what Environmental Justice is.

**Page Number:** 27  
**Comment Location:** Second Paragraph under ‘KIPDA FREIGHT NETWORK’  
**Comment:** In the first sentence, change ‘s tate freight networks’ to ‘state freight networks’.

**Page Number:** 33-39  
**Comment Location:** Trends, Forecasts & Forces, Transportation  
**Comment:** Consider including Bikeshare, Uber, Lyft, Taxi, Bird Scooters in the other modal transportation inventory discussion along with the other more traditional modes like Bike/Pedestrian, Transit and Rideshare. Investments in these other modes have been made and will continue to be made. They are part of the trends and contribute to the MPO Goals & Performance Measures.

**Page Number:** 53  
**Comment Location:** Plan Development, Vision Statement & Goals  
**Comment:** The vision statement is very hard to read because it is overlaid over a photograph. Consider changing contrast here.

**Page Number:** 53  
**Comment Location:** Plan Development, Vision Statement & Goals  
**Comment:** Partner agencies have Goals & Objectives independent of the MPO and often bring their own funding to the program. It might be beneficial to enhance the vision statement to include something like: “KIPDA recognizes that member agencies may have their own Goals & Objectives independent of those adopted by the MPO. That said, The MPO is committed to supporting and advancing projects that best serve both of those interests”.

**Page Number:** 57  
**Comment Location:** Plan Development, Project Development  
**Comment:** Page 57 describes KIPDA’s process for adding a project into Connecting Kentuckiana 2040 MTP. It seems to be described as both a Project Development Process and a Project Application Process. Would KIPDA consider calling this just the Project Application Process only? The discussion is a bit hard to follow because of the use of both names. Also, Project Development is the term commonly
used to describe the combined planning, design, right of way and utility phases of transportation infrastructure projects.

Page Number: 63

Comment Location: Blue Quote Box for 23 CFR 450.324
Comment: The last line has no spaces, making it hard to parse.

Page Number: 67 -198, Investments Section

Comment Location: All KYTC Project IDs

Comment: Do not agree with the way KYTC projects are shown. KYTC project IDs begin with 5-xxx.xx. The projects IDs are shown in the MTP as 00xxx.xx. The KYTC numbers are prescribed by legislation and should be accurately shown.

Page Number: 67 -198, Investments Section

Comment Location: Missing from Investments Section - KYTC Projects that did not get entered into KIPDA’s project portal by the Spring 2019 deadline.

Comment: The time given to sponsors to develop and input their 20 year project plans (5 weeks only) was not sufficient. KYTC was unable to develop and input a complete 20 year schedule of projects for this MTP update. For context, it takes KYTC approximately 18 to 24 months to develop a six year plan schedule which is done every 2 years. The last time KYTC prepared a 20 year plan for the KIPDA region was 1999. KYTC does not maintain a project specific 20 year plan so needed considerable time to generate a 20 year project schedule which is not complete.

The number of projects outstanding will need to be determined and added by amendment at the earliest possible date once this CK 2040 MTP is finalized. Missing projects may impact fiscal constraint and/or air quality determinations.

Future initiatives like this must be coordinated well in advance with KYTC and INDOT as their input represents the bulk of the MTP project program. Reasonable schedules for delivery of this project information to KIPDA will need to be agreed upon prior to issuing another major MTP Update call for projects to ensure smooth development of future MTP updates.

Page Number: 70-73

Comment Location: Investments, Group Project Categories, Group Category Descriptions

Comment: The project cost caps proposed for each group category will place unnecessary limitations on the KIPDA MPO’s ability to bring funding into the region. Note that a key goal for KYTC is to exhaust all
sources of Federal funding that are available every year. This sometimes means that funds made available late in a fiscal year must be allocated quickly. Project cost caps trigger a slow moving amendment and funding authorization process which may make KYTC look elsewhere in the state, a place without such limitations, to use these monies. Also, the newer, fast moving federal grant programs like BUILD and INFRA, require project sponsors move quickly to construction. Waiting 4 to 6 months for an amendment before starting work is not an option on these projects. Sometimes, state funds originally allocated for other projects must be pulled to cover the starting phases of projects waiting to be amended. KIPDA should consider lifting cost caps on Group Category Descriptions.

Page Number: 74

Comment Location: Investments, Financial Plan, Comparison of Costs & Resources

Comment: This section is a demonstration to show that $7B in public resources is sufficient to support almost $7B in identified transportation projects over the next 20 years. It seems readers might be interested in the details of how this was arrived at. Would KIPDA consider including a more detailed presentation of the demonstration of fiscal reasonableness, say, as an appendix?

Page Number: 80

Comment Location: Purpose and Need for project with KIPDA ID 2193 and State ID 391.30

Comment: In CHAF need, in the first sentence, ‘AM peak’ is misspelled as ‘AM peal’.

Page Number: 83

Comment Location: Purpose and Need for project with KIDPA ID/State ID KY 44

Comment: ‘Section 1-1’ in the first sentence should be corrected to ‘Section 1’.

Page Number: 83

Comment Location: Purpose and Need for project with KIPDA ID 493 and State ID 347.50

Comment: In the CHAF Need, the phrase “KY 44’s intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear end collisions, 50 angle collisions and 42” is repeated twice. Remove one of these.

Page Number: 97

Comment Location: Purpose and Need of project with KIPDA ID 2737 and State ID N/A.
Comment: In the first sentence, ‘truncates’ should be ‘truncated’.

Page Number: 98

Comment Location: Purpose and Need of project with KIPDA ID 525 and State ID N/A.

Comment: In the first sentence, ‘floodinig’ should be changed to ‘flooding’.

Page Number: 102

Comment Location: Purpose and Need of project with KIPDA ID 2735 and State ID N/A.

Comment: In the first sentence, ‘will’ is repeated twice. Remove one.

Page Number: 103

Comment Location: Purpose and Need of project with KIPDA ID 539 and State ID 0400935.

Comment: In the second sentence, change ‘residentail’ to ‘residential’.

Page Number: 105

Comment Location: Purpose and Need of project with KIPDA ID 2738 and State ID N/A.

Comment: In the second sentence, ‘top’ is repeated twice. Remove one.

Page Number: 118

Comment Location: Purpose and Need of project with KIPDA ID 1111 and State ID N/A.

Comment: In the sentence “Adequate lighting is essential as well as other safety mechanisms, like security call boxes with emergency connections to 911 and Metrosafe are essential”, the last two words ‘are essential’ are redundant and should be removed.

Page Number: 119

Comment Location: Purpose and Need of project with KIPDA ID 2786 and State ID N/A.

Comment: In the third sentence, change ‘coming’ to ‘becoming’ so it makes sense.

Page Number: 123
**Comment Location:** Purpose and Need of project with KIPDA ID 1864 and State ID N/A.

**Comment:** In the fifth sentence, ‘Streetscapes’ is repeated twice. Remove one.

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**Page Number:** 124

**Comment Location:** Purpose and Need of project with KIPDA ID/State ID of ‘River Road Multi-Modal Improvements – 3rd Street to 7th Street’.

**Comment:** Last sentence of the first paragraph has ‘the’ twice in a row.

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**Page Number:** 136

**Comment Location:** Purpose and Need of project with KIPDA ID 1922 and State ID 00804.00.

**Comment:** Westport Road is incorrectly identified as KY 447. It is KY 1447.

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**Page Number:** 136

**Comment Location:** Purpose and Need of project with KIPDA ID 179 and State ID 5-549/549.01.

**Comment:** The last sentence in Purpose & Need identifies I-264 From: MP 17.700 To: MP19.600. This project is not on I-264, it should read I-64.

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**Page Number:** 138

**Comment Location:** Purpose and Need of project with KIPDA ID 181 and State ID 52.00.

**Comment:** In the first sentence of the last paragraph, ‘driver safety’ is misspelled as ‘drive safety’.

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**Page Number:** 141

**Comment Location:** Purpose and Need of project with KIPDA ID 1320 and State ID N/A.

**Comment:** “Reconstruct Applegate Lane from from 2 to 3 lanes (3rd lane will be a center turn lane) Smyrna Parkway to Pennsylvania Run Road” needs to have its errors corrected.

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**Page Number:** 152

**Comment Location:** Purpose and Need of project with KIPDA ID 411 and State ID N/A.
Comment: In the last sentence, along is not needed in “With the added traffic along Johnson Road, the better alignment in various locations along and added shoulders will increase safety amount the traveling project”, ‘along’ is not needed and ‘amount’ should be changed to ‘among’.

Page Number: 156

Comment Location: Purpose and Need of project with KIPDA ID 1819 and State ID 8203.00.

Comment: In the second sentence, ‘exists’ should be changed to ‘exist’. The last sentence cuts off mid-word and should be completed.

Page Number: 160

Comment Location: Purpose and Need of project with KIPDA ID 2148 and State ID 8205.00.

Comment: In the first sentence, “and3) Air quality” should be changed to “and 3) Air quality”.

Page Number: 188

Comment Location: Purpose and Need of project with KIPDA ID 147 and State ID 234.00.

Comment: In the second sentence, ‘safetyfor’ should be changed to ‘safety for’.

Page Number: 190

Comment Location: Purpose and Need of project with KIPDA ID 1271 and State ID 441.01.

Comment: In the last sentence, “rear end” should be changed to “rear ends”.

Page Number: 253

Comment Location: Third Paragraph under Congestion Management Process Impact Review

Comment: The “are or” and second “of” in “Of the 159 of project located on the CMP network, 152, or 95.6% are or include bicycle, pedestrian, or transit elements” are grammatical errors and should be removed.

Page Number: A-270

Comment Location: “Increase by 10% by 2040 to 4 lots” under Target

Comment: It says an increase of 10%, but an increase of 3 (the baseline number) to 4 is 33%.
Comment Location: Appendix E: Environmental Consultation
Comment: Title has a misspelled word “ENVIRONMENTAL”. The word is also misspelled in the CONTENTS page 2 at the beginning of the MTP document.

Comment Location: Appendix G: Candidates for Group Projects
Comment: It is unclear what the benefits are for removing these projects that were proposed by sponsors to be included in the KIPDA MTP. The projects are clearly identified and are expected to be complete within the 20 year life of the MTP. Removing them may jeopardize their ability to move forward efficiently once funding is identified especially if the cost of these projects increase to a level that they exceed those currently allowed for “grouped” projects. Propose that KIPDA either remove Group Project cost limits or leave these projects in the MTP with additional narrative in Appendix G to explain what the benefits are for removing such projects.

Comment Location: Bulleted list at beginning of page.
Comment: One of the bullet points is blank.

Comment Location: First paragraph.
Comment: “baseyear” should be “base year”.

Comment Location: Appendix I; Air Quality Technical Memo & IAC Minutes
Comment: Comments that I made during the IAC Meeting Conference Call did not appear to get added to the meeting minutes as I requested on 9/27/19.

From: Hall, Tom B (KYTC-D05)
Sent: Friday, September 27, 2019 8:25 AM
To: Andy Rush <andy.rush@kipda.org>
Cc: Lovell, Tracy A (KYTC-D05) <Tracy.Lovell@ky.gov>; Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>; Hickerson, Judi L (KYTC-D05) <Judi.Hickerson@ky.gov>; Niehoff, Brennan T (KYTC-D05) <brennan.niehoff@ky.gov>
Subject: RE: KIPDA IAC Meeting Minutes - Connecting Kentuckiana MTP Update

Andy,

I made a comment during the conference call which I think should be reflected in the conference call minutes.
I stated that the MPO offered a window of time for sponsors to input projects for inclusion in the Connecting Kentuckiana MTP that was not sufficient in length for KYTC to develop a 20-year project plan and then input those projects into the KIPDA database. I think the last time KYTC was asked to provide this type of project-specific 20-year plan to the MPO was around 1999. Significant outside resources were used, but we were unsuccessful identifying all of the projects in time to meet KIPDA’s deadline. As a result, KYTC’s portion of the CK MTP project list discussed during the conference call is somewhat underrepresented.

KYTC’s approach will be to identify those remaining projects and then insert them into the CK MTP through the first available amendment process. We anticipate this will be in the Spring or Summer of 2020.

Thanks,

Tom Hall
DS Planning Supervisor
KYTC

From: Andy Rush <andy.rush@kipda.org>
Sent: Thursday, September 26, 2019 10:34 AM
To: Larry Chaney <larry.chaney@kipda.org>; Bernardette.dupont@dot.gov; eric.rothermel@dot.gov; joyce.newland@dot.gov; erica.tait@dot.gov; Harrod, Justin D (KYTC) <justin.harrod@ky.gov>; Haywood, Tonya M (KYTC) <Tonya.Haywood@ky.gov>; Hall, Tom B (KYTC-D05) <Tom.Hall@ky.gov>; Cordes, Ben (EEC) <Ben.Cordes@ky.gov>; Bowman, Anna (EEC) <Anna.Bowman@ky.gov>; Ashlee M (EEC) <Ashlee.Ashlee@ky.gov>; craig.butler@louisvilleky.gov; michelle.king@louisvilleky.gov; scott@idem.in.gov; navalas.waddley@dot.gov; cecilia.creshaw@dot.gov; Perez, Eric M (KYTC) <eric.perez@ky.gov>; lbuckel@louisvilleky.gov; t_dickson@louisvilleky.gov; Higdon, Tonya M (KYTC) <Tonya.Higdon@ky.gov>; Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>; mailett.antonio@epa.gov; Stokley.jamela@epa.gov; fico@ridetarc.org; Aida-copy@ridetarc.org; Amanda.Deatherage@amanda.deatherage@kipda.org; David.Burton@david.burton@kipda.org; Elizabeth.Farc@louisvilleky.gov;iscrim@gov; nick.vail@kipda.org; Randy.Simon@kipda.org; Sarah.Baer@kipda.org; tammy.markert@louisvilleky.gov
Subject: KIPDA IAC Meeting Minutes - Connecting Kentuckiana MTP Update

**CAUTION** PDF attachments may contain links to malicious sites. Please contact the COT Service Desk ServiceCorrespondence@ky.gov for any assistance.

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KIPDA IAC Members:

The meeting minutes from Tuesday afternoon’s conference call are attached. Thank you for your participation in this process, and a special thanks to those that joined us on the call. Please let KIPDA Staff know if you have any questions.

Andy Rush
Transportation Planner

Page Number: A-482 to A-483

Comment Location: Appendix J: Amendment Policy

Comment: A well planned MTP should certainly reflect an MPO region’s 20 plan for transportation improvements. It should also respect that transportation needs and opportunities change often and sometimes rapidly. This amendment policy, as written, doesn’t appear to provide the needed flexibility to add or modify projects to position them for funding.

One example. SLO funding opportunities, which come up quickly, will not be granted to projects not already in the MTP. If a sponsor would like to add to their existing MTP scope or even add a new project to capitalize on available SLO, the amendment process delay will likely cause them to miss the NOFA.

Another Example. Fast moving BUILD and INFRA grants have fast moving timelines and very specific criteria to qualify for funds. Sometimes we have to modify their scope or combine them with other projects to make them good candidates for these grants. A slow moving amendment process could delay changes to a project’s scope and that delay might make the project miss the window to apply for funding.
Would KIPDA consider adding language to the Amendment Policy that recognizes there are certain situations where the MPO will need to act quickly in coordination with sponsors to position projects for funding? These are opportunities to bring significant additional investment to the region. But, they require flexibility and cooperation.
KIPDA 2020-2025 Transportation Improvement Plan (TIP) Review
Comments from KYTC District 5 Office
Prepared by Tom Hall, D5 Planning Supervisor, KYTC
February 7, 2020

Page Number: 23
Location: Bulleted Lists Under SECTION 5310: ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES.
Concern: The second bullet under “The remaining 45% may be used for:” cuts off at the end.

Page Number: 40
Location: Quantity Columns of Chart
Concern: The numbers being aligned right make them difficult to read. Please center align them.

Page Number: 96
Location: Project Purpose under row with Project Name ‘I-65/KY-480 Interchange’
Concern: “I-65 operates at LOS C during the AM peal travel period” needs to have ‘peal’ corrected to ‘peak’.

Page Number: 98
Location: Project Purpose under row with Secondary Identifier ‘Mt. Washington-Taylorsville Road’.
Concern: The phrase “KY 44’s intersection with US 31E has a current overall LOS of C and a projected 2033 overall LOS of F. Crash data reveals 252 crashes along the subject section of KY 44 over the last ten years, including 122 rear-end crashes, 50 angle collisions, and 42” is repeated twice.

Page Number: 124
Location: Under Project Purpose for both rows with the Project Name “Salem-Nobel Road”.
Concern: “Residential” in the second sentence should be corrected to “residential”.

Page Number: 138
Location: Project Purpose under row with Project Name “East Main Street”.
Concern: In the sentence “he proposed project will connect two recently completed Main Street corridor improvement projects”, ‘he’ should be corrected to “The”.

Page Number: 146
Location: Under Description for the first row with Project Name of “KIPDA Regional Rideshare Program – Indiana FY 2020”.
Concern: In the first sentence, “Ridrshare” should be corrected to “Rideshare”.

Page Number: 152
Location: Under Description for the row with Project Name of “State Street Signals”.
Concern: The beginning of the description appears to be cut off.

Page Number: 174
Location: Under Description for the first row with Project Name of “I-264”.
Concern: The word “mmilepoint” should be corrected to “milepoint”.

Page Number: 174
Location: Under Project Purpose for the row with Project Name of “I-264/US 42”.
Concern: Last sentence appears to be cut off.

Page Number: 174
Location: Under Project Purpose for the row with Project Name of “I-265”.
Concern: Last sentence appears to be cut off.

Page Number: 176
Location: Under Project Purpose for the second row with Project Name of “I-265”.
Concern: Last sentence appears to be cut off.

Page Number: 184
Location: Under Project Purpose for the row with Project Name of “KY 1819”.
Concern: Last sentence appears to be cut off.

Page Number: 186
Location: Under Project Purpose for the row with Project Name of “KY 1932”.
Concern: The last sentence of CHAF Purpose and the last sentence of the CHA Need appears to be cut off.

Page Number: 198
Location: Under Description for the row with Project Name of “River Road Multi-Modal Improvements – 3rd Street to 7th Street”.
Concern: In the second sentence, “the” is repeated twice in a row. Correct this sentence to have proper grammar.

Page Number: 198
Location: Under Project Purpose for the row with Project Name of “Ruckriegel Parkway Sidewalk Improvement”.
Concern: The word “voice” in the first sentence should be corrected to “voicing” for proper grammar.

Page Number: 228
Location: Under Description for the row with Project Name of “LaGrange Underpass West of LaGrange”.
Concern: Correct the word “uninterupted” to “uninterrupted”.

MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: February 18, 2020

SUBJECT: Connecting Kentuckiana 2040 Metropolitan Transportation Plan

The DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update has completed the public involvement and environmental mitigation phases and is now ready for review, consideration and presentation for adoption by the Transportation Policy Committee (TPC). These two steps bring to completion the development of the DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update.

The request for review, consideration and adoption of the DRAFT Connecting Kentuckiana 2040 MTP update brings to culmination a significant effort by the TTCC, TPC, planning partners, and KIPDA staff. With the availability of new tools, this update opportunity ushered in not only better developed projects and programs, but also a more robust understanding of the MTP's potential impact on the transportation system and performance measures.

The DRAFT Connecting Kentuckiana 2040 MTP addresses the Goals and Objectives as defined by the TPC as well as the requirements of the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency for completing a metropolitan transportation plan update. The federal requirements include that the DRAFT MTP:

- Be fiscally reasonable
- Contribute to improved air quality
- Address the Fix America’s Surface Transportation Act (FAST Act) Planning Factors and Planning Emphasis Areas
- Incorporate performance-based transportation planning
- Utilize the Congestion Management Process
- Conduct an environmental mitigation and consultation review
- Seek public involvement and outreach
Beyond the federal requirements for completing an update to the metropolitan transportation plan, the DRAFT Connecting Kentuckiana 2040 MTP relied on numerous data resources and forecasts to develop a slate of projects and programs that contribute to:

- Improved multi-modal connectivity; including bicycle, pedestrian, transit, and roadways
- Maintaining the existing transportation infrastructure
- Improving the elements related to a trip’s first and last mile
- Instituting an improved transportation decision making process by ranking a project or program's anticipated contribution toward achieving performance targets
- Enhanced freight movement
- Improved safety for all transportation users

The TPC is encouraged to review the DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update. Committee members may also review and find helpful an on-line executive summary (MTP Story Map). Both the DRAFT document and the Executive Summary can be found on the KIPDA website by clicking HERE. Public Comments submitted during January 8, 2020 through February 7, 2020 Public Comment period were discussed in the prior February 27, 2020 TPC Agenda Item #6.

Action is requested of the Transportation Policy Committee to adopt the DRAFT Connecting Kentuckiana 2040 Metropolitan Transportation Plan update.
MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: February 19, 2020

SUBJECT: Adoption of the Draft FY 2020 – FY 2025 Transportation Improvement Program

The draft Fiscal Year 2020 – 2025 Transportation Improvement Program (TIP) for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area has been completed. It is now ready for review, consideration and adoption by the TPC. The final draft document is located on the KIPDA website and can be viewed by accessing the following link:


The request for review, consideration and adoption of the draft FY 2020 – 2025 TIP brings to culmination a significant effort by the TTCC, TPC, planning partners, and KIPDA staff. The new document addresses the requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) for developing a new TIP. The Federal requirements include that the draft FY 2020 – 2025 TIP:

- Be fiscally constrained
- Updated at least every two years
-5mm(234,683),(997,827)
- Contribute to improved air quality
- Incorporate performance-based transportation planning
- List all transportation projects programmed with Federal funds or those that are regionally significant
- Conduct 30-day public involvement and outreach activities

The TPC is encouraged to review the draft FY 2020 – 2025 TIP. Committee members may also review an on-line executive summary (TIP Story Map) and the public comments (KIPDA FY 2020 – 2025 TIP Public Comments App) that have been submitted to date.

Action is requested to adopt the draft FY 2020 – 2025 TIP.
MEMORANDUM

TO: Transportation Policy Committee
FROM: Andy Rush
DATE: February 18, 2020
SUBJECT: Performance Management Plan, FHWA PM 1: Safety Targets

FHWA requires the MPOs that have chosen to set safety performance measure targets that are specific to their region to do so on an annual basis. The set of five safety performance measures are collectively referred to as PM 1. More specifically, the five measures that FHWA prescribes are:

- Number of Fatalities
- Fatality Rate
- Number of Serious Injuries
- Serious Injury Rate
- Number of Non-Motorized Fatalities and Serious Injuries

MPOs are required to submit updated baselines and targets to their respective state DOTs for each of these five measures by February 27th. These baselines and targets are required to be presented as five-year rolling averages. A baseline for each measure has been established for the five-year period from 2014-2018. Proposed targets for each of the five measures reflecting the 2016-2020 time period, as well as the methodology for establishing these targets, are shown in the following table and will be discussed at the meeting.

**Action is requested to approve the annual update of KIPDA’s FHWA PM 1 Targets and Baselines.**
### SAFETY PERFORMANCE MEASURES: PM 1

**Louisville/Jefferson County KY-IN MPO**  
*February 2020 Update*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of Fatalities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline (2014-2018)</td>
<td>127.8</td>
<td></td>
</tr>
<tr>
<td>Target (2016-2020)</td>
<td><strong>132.0</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Fatality Rate</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline (2014-2018)</td>
<td>1.14</td>
<td></td>
</tr>
<tr>
<td>Target (2016-2020)</td>
<td><strong>1.16</strong></td>
<td></td>
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<tr>
<td><strong>Number of Serious Injuries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline (2014-2018)</td>
<td>817.0</td>
<td></td>
</tr>
<tr>
<td>Target (2016-2020)</td>
<td><strong>707.9</strong></td>
<td></td>
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<tr>
<td><strong>Serious Injury Rate</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline (2014-2018)</td>
<td>7.26</td>
<td></td>
</tr>
<tr>
<td>Target (2016-2020)</td>
<td><strong>6.19</strong></td>
<td></td>
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<tr>
<td><strong>Number of Non-Motorized Fatalities and Serious Injuries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baseline (2014-2018)</td>
<td>115.2</td>
<td></td>
</tr>
<tr>
<td>Target (2016-2020)</td>
<td><strong>117.2</strong></td>
<td></td>
</tr>
</tbody>
</table>
MEMORANDUM

TO: Transportation Technical Coordinating Committee

FROM: Nick Vail

DATE: February 19, 2020

SUBJECT: MPO Dedicated Programs Quarterly Review

During the previous quarter, KIPDA staff conducted project review meeting with both Indiana and Kentucky project sponsors. While Indiana sponsors submitted the usual progress reports, TPC allowed Kentucky project sponsors to skip reporting for this quarter. In addition to the quarterly review meetings for the MPO dedicated projects, KIPDA staff convened a TTCC Project Working Group that met on Friday, January 24th to discuss ways to improve the Project Management Process. This was the first of many meetings to streamline the process.

In addition to the previously mentioned activities, staff also conducted a call for cost increases in Indiana. There was $151,170 available through the four MPO dedicated programs (CMAQ, HSIP, STBG and TA) due to project delays on two Floyd County projects. On January 24th, a TTCC Project Working Group met to discuss the four cost increase applications that were submitted. The group reached a consensus on a recommendation to award the available funds. The recommendation was presented and recommended by TTCC on February 12th. Please see the attachment for more information on the recommendation.

Finally, there have been requests from multiple project sponsors in Kentucky to make funds available for FY 2020 cost increases. There is approximately $27M available in the Surface Transportation Block Grant (STBG-MPO) program aka SLO funds in Kentucky between FY 2020 – 2025. There are more than enough funds available to cover any potential cost increases.

**Action will be requested to accept the TTCC Project Working Group’s recommendation for cost increases in Indiana.**

**Action will be requested to allow project sponsors in Kentucky to submit cost increase requests utilizing the available balance of STBG-MPO funds.**
<table>
<thead>
<tr>
<th>LPA</th>
<th>KIPDA ID</th>
<th>Project Description</th>
<th>Phase</th>
<th>Original Federal Funding Programmed</th>
<th>Total of Previous Cost Increases for this Phase</th>
<th>Current Federal Funding Programmed</th>
<th>Cost Increase Request This Quarter</th>
<th>Total Percent Increase for Phase Compared to Original Funding Programmed</th>
<th>TTCC Working Group Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clark County</td>
<td>2702</td>
<td>Bethany Road Rehabilitation Phase 2*</td>
<td>C</td>
<td>$4,840,000</td>
<td>-</td>
<td>$4,840,000</td>
<td>$140,000</td>
<td>3%</td>
<td>$</td>
</tr>
<tr>
<td>Clarksville</td>
<td>2389</td>
<td>Blackiston Mill Road Phase II</td>
<td>ROW</td>
<td>$349,922</td>
<td>-</td>
<td>$349,922</td>
<td>$141,000</td>
<td>22%</td>
<td>$75,585</td>
</tr>
<tr>
<td>New Albany</td>
<td>2392</td>
<td>E. Main St. from State St. intersection to E. 5th Street intersection</td>
<td>PE</td>
<td>$173,600</td>
<td>$30,311</td>
<td>$203,911</td>
<td>$38,453</td>
<td>8%</td>
<td>$16,139</td>
</tr>
<tr>
<td>New Albany</td>
<td>1586</td>
<td>Grant Line Rd. (from McDonald Lane south to Beechwood Ave.)</td>
<td>C</td>
<td>$2,456,123</td>
<td>$73,947</td>
<td>$2,530,070</td>
<td>$59,446</td>
<td>5%</td>
<td>$59,446</td>
</tr>
</tbody>
</table>

MPO Dedicated Funds available: $151,170

*This project does not have MPO dedicated funds programmed. It is primarily funded with INDOT's Group IV funds. The current Project Management Process policy does not state whether or not cost increases can be awarded to non-MPO dedicated projects.*
MEMORANDUM

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: February 19, 2020

SUBJECT: Administrative Modifications 43 of the FY 2018 – FY 2021 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2018 – FY 2021 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Qualifying criteria for administrative modifications include the following actions:

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

The changes to the FY 2018 – 2021 TIP are included on the attached tables and are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarksville</td>
<td>Clark</td>
<td>2389</td>
<td>1700724</td>
<td>Blackiston Mill Road Phase II</td>
<td>Improvements to Blackiston Mill Road from just north of the Kroger entrance to Blackiston View Drive, including the addition of sidewalks, a new turn lane into Peddler’s Mall entrance, improved site lines, and improved access control and drainage improvements. 0.34 miles.</td>
<td>STBG-MPO</td>
<td>Increase FY 2020 Right of Way phase by $75,585 (Federal) for a revised phase cost of: $425,507 (Federal) $85,101 (Other) $510,608 (Total)</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Floyd</td>
<td>2532</td>
<td>1801582</td>
<td>Farnsley Knob Road</td>
<td>Complete guardrail install at necessary areas where none existed previously on Farnsley Knob Road beginning at IN 11 to end at Seven Mile Lane in Floyd County, Indiana.</td>
<td>HSIP-MPO</td>
<td>Remove FY 2020 Right of Way phase and associated funds: $70,720 (Federal) $7,072 (Other) $77,792 (Total) Decrease Federal funding for FY 2020 Preliminary Engineering phase by $4,210 (Federal) for a revised phase cost of: $37,890 (Federal) $4,210 (Other) $42,100 (Total)</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Floyd</td>
<td>2531</td>
<td>1801581</td>
<td>Blunk Knob Road</td>
<td>Complete guardrail install at necessary areas where none existed previously on Blunk Knob Road beginning at IN 11 to end at Budd Road in Floyd County, Indiana.</td>
<td>HSIP-MPO</td>
<td>Remove FY 2020 Right of Way phase and associated funds: $70,720 (Federal) $7,072 (Other) $77,792 (Total) Decrease Federal funding for FY 2020 Preliminary Engineering phase by $5,520 (Federal) for a revised phase cost of: $49,679 (Federal) $5,520 (Other) $55,199 (Total)</td>
</tr>
<tr>
<td>Project Sponsor</td>
<td>County</td>
<td>KIPDA ID</td>
<td>State ID</td>
<td>Project Name</td>
<td>Description</td>
<td>Funding Source</td>
<td>Change to TIP</td>
</tr>
<tr>
<td>-----------------</td>
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<td>--------------</td>
</tr>
<tr>
<td>New Albany</td>
<td>Floyd</td>
<td>2392</td>
<td>1700730</td>
<td>East Main Street</td>
<td>This road reconstruction project on East Main Street will extend from State Street to East 5th Street for approximately 1,600 feet or 0.3 miles and is located in the heart of Downtown New Albany. The proposed road reconstruction project will provide for a continuation of the improvements of the East Main Street corridor extending from the recently completed project on East Main Street from Vincennes Street to East 5th Street in 2014 and connect to the improvements completed by INDOT on West Main Street from State Street to Corydon Pike in 2015. Like the preceding East Main project, the improvements will focus on replacing or rehabilitating deteriorated pavement and sidewalks, improve walkability and multi-modal accessibility of the Main Street corridor, improve vehicular, cyclist and pedestrian safety and enhance the overall character of the corridor. Specific improvements include: • Full pavement reconstruction for 0.3 miles of roadway (existing 52 foot wide pavement section to be reduced by 8 feet to promote traffic calming). • New pavement markings identifying two 11-foot travel lanes, 7-foot parking lanes and accommodations for cyclists. • Replacement of curb/gutter and the addition of intersection curb bump-outs to provide traffic calming. • Replacement and widening of existing sidewalks to provide for reduced pavement section width and encourage lower travel speeds. • Installation of ADA compliant curb ramps at all intersections/crosswalks. • Installation of street lighting to improve pedestrian visibility and motorist awareness. These improvements will take place entirely within currently designated right-of-way and will not require any acquisitions. Construction is anticipated to be completed in a single phase.</td>
<td>STBG-MPO</td>
<td>Increase FY 2020 Preliminary Engineering phase by $16,139 (Federal) for a revised phase cost of: $46,450 (Federal) $11,613 (Other) $58,063 (Total)</td>
</tr>
<tr>
<td>New Albany</td>
<td>Floyd</td>
<td>1586</td>
<td>0901276, 0710810</td>
<td>Grantline Road</td>
<td>Reconstruct Grantline Road as a 2 lane road (no additional travel lanes) from McDonald Lane south to Beechwood Avenue for a distance of 1.1 miles.</td>
<td>STBG-MPO</td>
<td>Increase FY 2020 Construction phase by $59,446 (Federal) for a revised phase cost of: $59,446 (Federal) $14,862 (Other) $74,308 (Total)</td>
</tr>
</tbody>
</table>
### Administrative Modification 43
**FY 2018 - FY 2021 Transportation Improvement Program**
**February 27, 2020**

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
</tr>
</thead>
</table>
| New Albany      | Floyd  | 309      | 710808   | Mount Tabor Road | Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.  
Phase II - Klerner Lane to Charlestown Rd. is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks. | STBG-MPO | Add a second state ID: 2001111 |

**KENTUCKY PROJECTS**

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>County</th>
<th>KIPDA ID</th>
<th>State ID</th>
<th>Project Name</th>
<th>Description</th>
<th>Funding Source</th>
<th>Change to TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>TARC</td>
<td>Jefferson</td>
<td>1500</td>
<td>NA</td>
<td>Bus Stop and Access Improvements</td>
<td>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).</td>
<td>TA-MPO</td>
<td>Change funding source from TA-MPO back to STBG-MPO for the FY 2020 phase</td>
</tr>
</tbody>
</table>