

**K I P D A**  
Kentuckiana Regional Planning  
& Development Agency

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

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

TPC Approval August 28, 2025

Please note - Amendment 1 and 10 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.





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



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

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

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

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

**Whereas**, the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

**Whereas**, the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2025 - 2028 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2026-2029 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

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



**Now, therefore be it resolved,** by the Transportation Policy Committee of KIPDA that this amendment of *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the August 28, 2025, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

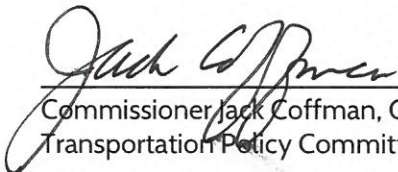
**Whereas,** the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* complies with all the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

**Whereas,** *Connecting Kentuckiana 2050*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

**Now, therefore let it be resolved,** that the KIPDA Transportation Policy Committee adopts Amendment 10 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

**Let it be further resolved** that KIPDA staff is authorized to transmit Amendment 10 of *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet to include in the respective STIP in compliance with federal and state requirements.'

**Adopted** by the KIPDA Transportation Policy Committee on the 28<sup>th</sup> day of August 2025.

  
Commissioner Jack Coffman, Chair  
Transportation Policy Committee

  
Andy Rush, Director  
KIPDA Transportation Division





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



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

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

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

**Whereas**, the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

**Whereas**, the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2025 - 2028 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2026-2029 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

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

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



**Now, therefore be it resolved,** by the Transportation Policy Committee of KIPDA that this amendment to the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the August 28, 2025, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

**Whereas,** the KIPDA Transportation Policy Committee is to certify that the *FY25-FY28 Transportation Improvement Program* and *Connecting Kentuckiana 2050* complies with all the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

**Whereas,** the *FY 2025 - FY 2028 Transportation Improvement Program*, as amended, will serve as the KIPDA Transportation Improvement Program, a subset of the Metropolitan Transportation Plan, under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

**Now, therefore let it be resolved,** that the KIPDA Transportation Policy Committee adopts Amendment 1 to the *FY 2025 - FY 2028 Transportation Improvement Program* to serve as the KIPDA MPO official Transportation Improvement Program; and,

**Let it be further resolved** that KIPDA staff is authorized to transmit this Amendment to the *FY 2025 - FY 2028 Transportation Improvement Program* (TIP) to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet to include in the respective STIP in compliance with federal and state requirements.'

**Adopted** by the KIPDA Transportation Policy Committee on the 28<sup>th</sup> day of August 2025.

Commissioner Jack Coffman, Chair  
Transportation Policy Committee

Andy Rush, Director  
KIPDA Transportation Division



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

September 25, 2025

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223-6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

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

Dear Mr. Haley:

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

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

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

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

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

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



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

Sincerely,

*Shundreka R. Givan*

Shundreka R. Givan, AICP  
Division Administrator

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

Amendment 1 to the *Fiscal Year (FY) 2025 - 2028 Transportation Improvement Program (TIP)*  
 Amendment 10 to *Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP)*

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

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

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

### KEY STEPS & TIMING

<i>Project applications (new or modified) are due from sponsors</i>	June 20, 2025
<i>KIPDA staff completes project review</i>	June 30, 2025
<i>Air quality conformity activities</i>	June 30, 2025 - July 28, 2025
<i>Interagency Consultation Group (IAC) Coordination</i>	Week of July 14, 2025
<i>Public comment period</i>	July 29, 2025 - August 12, 2025
<i>Comments sent to the Transportation Policy Committee (TPC)</i>	August 13, 2025
<i>Transportation Technical Coordinating Committee (TTCC) Recommendation</i>	August 13, 2025
<i>TPC Action</i>	August 28, 2025

### ADDITIONAL INFORMATION

*Amendment 1 to the TIP and Amendment 10 to the MTP are identical lists of project updates. TIP amendment numbering restarted with the adoption of the FY25-FY28 TIP. MTP amendment numbering will continue until a new MTP is adopted.*

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

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







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



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

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

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## AIR QUALITY STATUS

The presence of high levels of ground-level ozone and fine particulates, specifically PM<sub>2.5</sub>, have affected the region for decades, and meeting the [National Ambient Air Quality Standards](#) (NAAQS) has traditionally been an issue for the region. While air quality has steadily and significantly improved over the years, the national standards that must be met have consistently been strengthened. On-road mobile emissions are significant contributors to this problem; therefore, estimates of these pollutants and their precursors play a significant part in the regional transportation planning process. When a monitored design value exceeds a NAAQS, an area may be designated by the US EPA as “nonattainment” or not meeting the standard. As the graphs indicate, local design values continue to trend downward as the standards are periodically reviewed and strengthened at a similar rate.

### Ozone

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

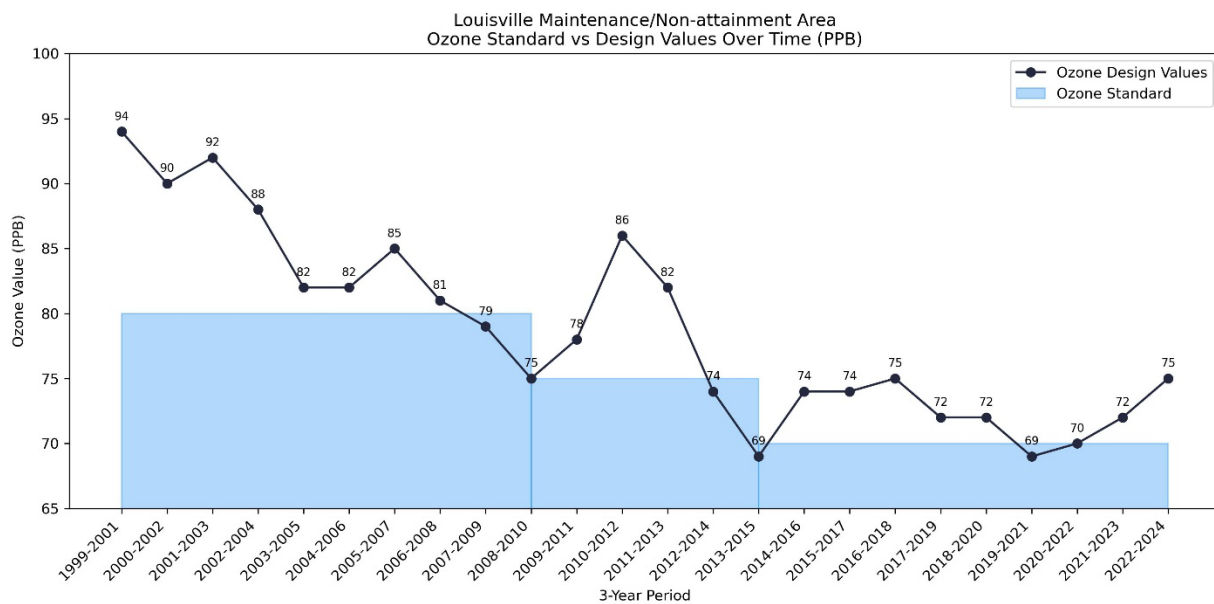


which was consistent with past precedent. The Indiana portion of the KIPDA region was redesignated to attainment for the 2015 ozone NAAQS on July 5, 2022.

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

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

**FIGURE 23: DESIGN VALUE FOR GROUND-LEVEL OZONE**



## PM<sub>2.5</sub>

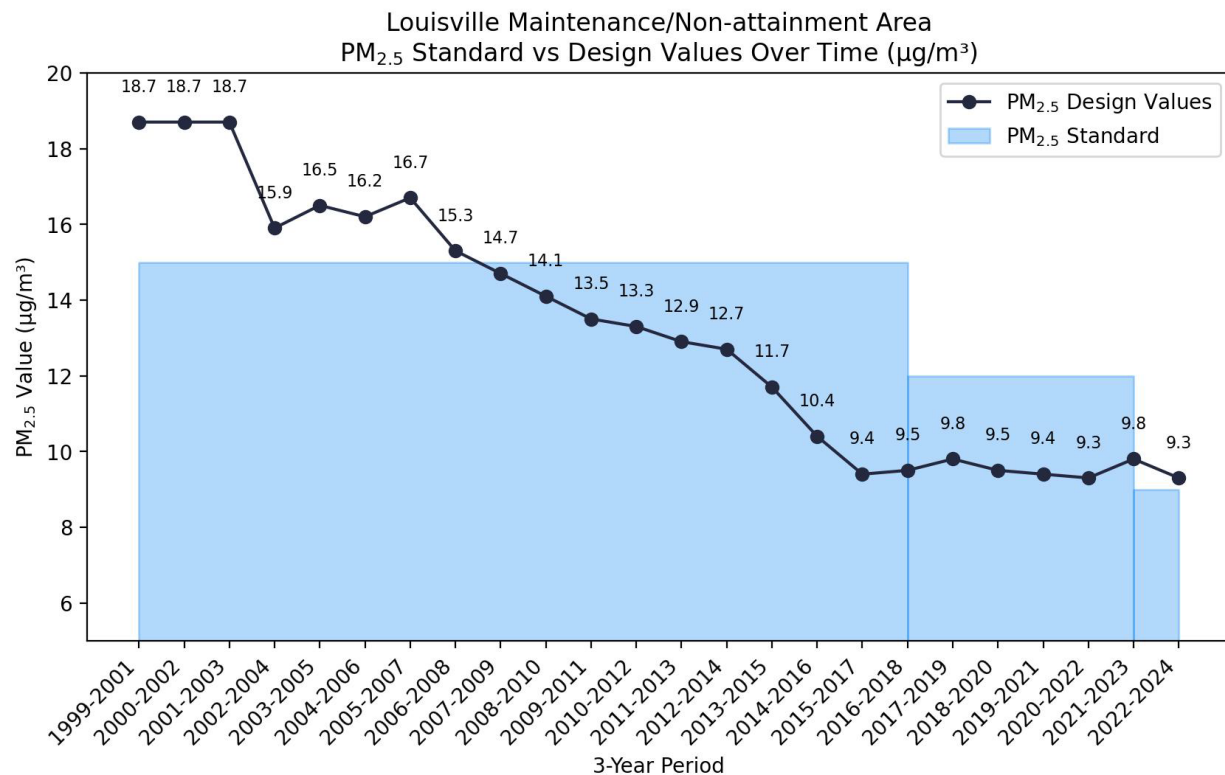
The KIPDA region has no issues attaining the previous PM<sub>2.5</sub> standard of 12 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ), which was established in 2012. However, a new standard of 9  $\mu\text{g}/\text{m}^3$  was adopted in 2024, and recent data indicates an exceedance of the revised 2024 PM<sub>2.5</sub> standard in the Indiana portion of the KIPDA region. An exceptional event demonstration has been submitted to the US EPA by Indiana Department of Environmental Management (IDEM) regarding the impacts of 2022 and 2023 wildfires on monitoring data in Clark County. If the

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

**Figure 24** shows the annual design value for  $PM_{2.5}$  in the KIPDA region and the  $PM_{2.5}$  standards ( $\mu\text{g}/\text{m}^3$ ).

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

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





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

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

## AIR QUALITY CONFORMITY

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At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, Oldham counties, and approximately 4 square miles of Shelby County in Kentucky. Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (PM 2.5) nonattainment area, but that standard was revoked in April, 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic non-attainment area in June, 2004 and redesignated as an attainment area with a maintenance status in July, 2007. The 1997 8-hour ozone standard was revoked for the local area in April, 2015, and at that time, it was not necessary for the local area to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding).

In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Since that time, the monitoring data has indicated that the design value is sufficiently low that the local area can be redesignated as attainment of the 2015 8-hour ozone standard, and the air quality agencies with responsibility for the local area have undertaken steps to do so. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of US EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been found adequate by Region 5. They are still under review by Region 4. Meanwhile, in January 2023, the Kentucky portion of the local ozone nonattainment area was “bumped up” to a moderate ozone nonattainment area.

KIPDA is amending *Connecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and the FY 2025 – FY 2028 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 1997 and 2015 8-hour ozone standards.

### CONFORMITY UNDER THE 1997 and 2015 8-HOUR OZONE STANDARD

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets (MVEBs)—if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a baseyear, to



determine conformity. The baseyear would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. These actions were to be included in air quality plans known as State Implementation Plans (SIPs). Since the Louisville nonattainment area is a bi-state area, these sets of actions to reduce precursor emissions were to be incorporated into both the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Subsequent to the local area being designated as a nonattainment area but before the SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 8-hour ozone standard had been met. With this data in hand, the air quality agencies were each able to submit a SIP known as a redesignation request. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

Because the redesignation requests by the air quality agencies in Indiana and Kentucky are in different states of approval, it is necessary to use different emission budgets to determine whether each set of counties has passed conformity. Since Region 5 of US EPA has approved Indiana's redesignation request, the allowed emissions for the 2019 base year and the 2035 emission budgets for the 2015 Ozone standard are used for the Indiana counties of Clark and Floyd. Since Region 4 of US EPA has not yet approved Kentucky's redesignation request, the 2020 emission budgets for the 1997 Ozone standard are used for the Kentucky counties of Bullitt, Jefferson, and Oldham.

#### CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*

The first step in determining conformity of *Connecting Kentuckiana 2050* was to consult with the interagency consultation (IAC) group concerning matters not explicitly determined by the conformity rule. Conformity under the 1997 and 2015 8-hour ozone standards have been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard or during the previous conformity process for *Connecting Kentuckiana 2050*.

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

Participants:

EPA – Simone Jarvis

FHWA – Tonya Higdon

KYTC – Tom Hall, Isidro Delgado

INDOT – Julie Feltner, Hayley Thomas, Allison Gross

LMAPCD – Matt King, Rachel Hamilton, Libert Niyonkuru, Flannery O'Neil

KYDAQ – Blake Borwig, Claire Oyler, Kevin Davis

IDEM – Shawn Seals

TARC – Aida Copic

KIPDA – Spencer Williams, Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles, Andy Rush

Welcome/Roll Call:

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

Project Discussion:

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

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

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

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

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

Meeting adjourned at 1:59pm.

## ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the video conference consultation, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

### Relationship of MTP and TIP for Conformity Purposes

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

**Conclusion:** The IAC members are informed of this from time to time in order to clarify that the conformity determination for the MTP also serves as the conformity determination for the TIP.



### Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC. The data being used for the Indiana counties has been updated to 2022, and the data being used for the Kentucky counties has been previously updated to 2023. These data represent the most recent information available for this issue.

**Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2022 for the Indiana counties and for 2023 for the Kentucky counties is now being used in developing emission estimates.**

### CONFORMITY OF *CONNECTING KENTUCKIANA 2050*

The MTP, *Connecting Kentuckiana 2050*, was examined to determine if it met the requirements of the conformity rule under the 1997 and 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

- (1) a regional emissions (air quality) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year; and
- (2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Connecting Kentuckiana 2050* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

### ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2050* involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify certain measures of travel behavior. The third procedure was to calculate the pollutant / precursor emissions. These activities are discussed below in greater detail.

#### *Project Review*

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were “regionally significant.” The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. During Amendment 8 10 of the MTP, *Connecting Kentuckiana*

2050, a group of projects had been proposed for the amendment of the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project's status relative to its being included in the regional emissions analysis. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC as described under the section entitled "CONSULTATION FOR CONNECTING KENTUCKIANA 2050." (Please see above.) The projects in *Connecting Kentuckiana 2050* were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model but were not explicitly exempt. Most of these projects had been evaluated using spreadsheet methods using emission factors (rates). Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, experience had shown that the emission impacts for these projects were always small and positive (i.e., emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

#### *Calculation of Travel-Related Information*

The analysis of the travel behavior impacts for the nonattainment area primarily involved using the KIPDA travel demand forecasting model to determine measures of travel such as vehicle-miles-traveled (VMT) and speed. The method for determining these measures was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

#### KIPDA Travel Demand Forecasting Model

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning Area. The Louisville (KY-IN) Metropolitan Planning Area presently consists of Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated

into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model parameters were adjusted such that the model output matched—within reason—two main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; and (2) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2019. The updated travel model was used in the regional emissions analysis.

The KIPDA travel demand forecasting model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. The trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non-home-based. The set of trip rates is one of the calibration parameters of the model.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River. Friction factors and K-factors are two of the calibration parameters of the model.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study* from some time ago. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic

characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Connecting Kentuckiana 2050* utilizes transit information from previous travel demand models. The results of the 2004 TARC on-board survey had been used to factor the data in the previous transit files. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Connecting Kentuckiana 2050* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should provide a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a given trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their relative impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently changed. To reflect this in the travel model update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance (length) of the link.

### Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2019. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2019 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2019 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on a level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate “functional class”.) There was not sufficient data to estimate speeds for the roadways of these classes. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e., the speed adjustment factor for rural and urban local roads and for ramps = 1).



### *Calculation of Pollutant/Precursor Emissions*

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff developed travel model output data in the form of vehicle-miles-traveled (VMT) in three formats: (1) VMT by speed bin by MOBILE 6 facility type (road type) for each county, (2) VMT fractions by speed bin by county by MOBILE 6 facility type (road type) for each county, and (3) VMT and average speed by functional class for each county. KIPDA staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>).

#### MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NO<sub>x</sub>. The emission estimates for VOCs and NO<sub>x</sub> were determined using the MOVES 4 emissions model. KIPDA staff produced the emissions for all of the counties in the nonattainment/ maintenance area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/ maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson

County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those used in developing the ozone budgets update (for VOCs and NO<sub>x</sub>) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NO<sub>x</sub> emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT), and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The emissions for Bullitt and Oldham counties were also developed by KIPDA staff. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. As mentioned above, RFG is used in some portions (the “original” portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the “new” portions) of those counties as well as the areas adjacent to the nonattainment area. The “original” portions and “new” portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990’s) or had only been designated under the 1997 8-hour ozone standard. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties were modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NO<sub>x</sub> emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the characterization of gasolines described in the previous paragraph, and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

KIPDA staff developed emission estimates of VOCs and NO<sub>x</sub> using the MOVES model. To review, the following steps were undertaken.

- (1) KIPDA staff received developed the adjusted travel model output in the forms of VMT and average speed, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year, as described above.
- (2) KIPDA reformatted the data to prepare it as input to the MOVES model. Other necessary data was received from LMAPCD.
- (3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.

## RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2050*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NO<sub>x</sub> motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity. The results of the regional emissions analyses for ozone precursors are discussed below.

### 8-hour Ozone Analysis

The eight-hour ozone redesignation SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NO<sub>x</sub> for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1, 2, and 3. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2025 and 2030, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the 2035 motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 3 shows that for 2025 and 2030, the summer weekday VOC and

NOx emission levels for the 2015 8-hour nonattainment area are less than 2020 emission budgets in the 1997 8-hour ozone redesignation SIP.

#### Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2050* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Tables 2 and 3 indicates that *Connecting Kentuckiana 2050* has met the requirements of conformity under the 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2050* conforms to the SIPs and meets the requirements of the federal conformity rule.

**TABLE 1**

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2025	8073	26512	34585
2030	8486	27941	36427
2035	8908	29269	38177
2040	9347	30478	39825
2050	10220	32868	43088

TABLE 2

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

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

2025 and 2030 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 13.65 tons/day or 12,383 kg/day.

2025 and 2030 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 33.03 tons/day or 29,964 kg/day.

2035, 2040, and 2050 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.

2035, 2040, and 2050 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.



TABLE 3

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

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

2025, 2030, 2035, 2040, and 2050 Regional emission levels for VOCs must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 22.92 tons/day or 20,793 kg/day.

2025, 2030, 2035, 2040, and 2050 Regional emission levels for NOx must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 29.46 tons/day or 26,726 kg/day.

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

**Project Name:** LaGrange Road Pedestrian Facilities Project

**Sponsor:** Louisville Metro

**KIPDA ID:** 1791

**Comments:**

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

**Project Name:** River Road Bicycle & Pedestrian Improvements

**Sponsor:** Louisville Metro

**KIPDA ID:** 1423

**Comments:**

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

**Project Name:** Ohio River Valley NE Bike/Ped Improvements Phase II (Louisville Loop)

**Sponsor:** Louisville Metro

**KIPDA ID:**

**Comments:**

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

**Project Name:** Ohio River Valley NE Bike/Ped Improvements Phase I (Louisville Loop)

**Sponsor:** Louisville Metro

**KIPDA ID:** 2979

**Comments:**

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

**Project Name:** Olmsted Parkways Multi-Use Path System

**Sponsor:** Louisville Metro

**KIPDA ID:** 1273

**Comments:**

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

**Project Name:** Management Information System Software

**Sponsor:** Transit Authority of River City (TARC)

**KIPDA ID:** 3168

**Comments:**

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

**Project Name:** Rehab Administrative Building/ Maintenance Facilities

**Sponsor:** Transit Authority of River City (TARC)

**KIPDA ID:** 3172

**Comments:**

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

**Project Name:** KY 2054

**Sponsor:** KYTC

**KIPDA ID:** 3386

**Comments:**

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

**Project Name:** Shelby Park and Smoketown Traffic Calming, Safety, and Connectivity

**Sponsor:** Louisville Metro

**KIPDA ID:**

**Comments:**

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

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

Project Name: US 42

Sponsor: KYTC

KIPDA ID:

Comments:

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

Project Name: US 31

Sponsor: KYTC

KIPDA ID:

Comments:

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

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

**Project Name:** I-264

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- Ensure bike and ped crossings are safe and short.
- Lol good luck

**Project Name:** KY 362

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- This 28 million could be more effectively spent elsewhere to help more people, instead of widening this road.

**Project Name:** KY 22 (Haunz Lane to KY 329)

**Sponsor:** KYTC

**KIPDA ID:** 3378

**Comments:**

- Yes add bike ped multiuse path and crossings. But no need to widen the road or add more lanes.

**Project Name:** KY 245

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- This is outside of KIPDA's operating area. Use this 38 million on projects that help more people in the KIPDA urban core.

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

**Project Name:** KY 1526

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- 20 million could be better spent elsewhere

**Project Name:** I-71 (Soundwall SB Darby Point)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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



**Project Name:** I-71

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** I-71 ( Soundwall NB Springhill)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** KY 44 (I-65 to Chimney Rock Drive)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- 39 million is so much to spend here

**Project Name:** KY 44 (Roadway/Bridge Improvements)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** US 150 (Broadway)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** Safety Improvements for Various Sections on CS 1012F, CS 1010F, CS 1037F and CS 1042F

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** US 42 Mellwood Ave

**Sponsor:** KYTC

**KIPDA ID:** 3364

**Comments:**

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

**Project Name:** US 42 Story Ave

**Sponsor:** KYTC

**KIPDA ID:** 3363

**Comments:**

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

**Project Name:** KY 22 (Reconfiguration)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

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

**Project Name:** EV Charging Station at I-65 (location 116)

**Sponsor:** KYTC

**KIPDA ID:**

**Comments:**

- why is this tax payer funded?

**Project Name:** Dutchmans & Breckenridge Lane Intersection Improvements

**Sponsor:** Louisville Metro

**KIPDA ID:**

**Comments:**

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





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

September 25, 2025

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223-6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

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

Dear Mr. Haley:

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

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

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

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

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

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

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

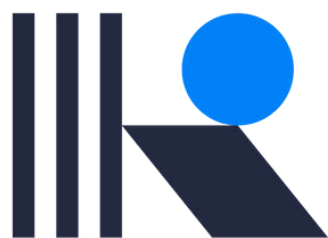
Sincerely,

*Shundreka R. Givan*

Shundreka R. Givan, AICP  
Division Administrator

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





**K I P D A**  
Kentuckiana Regional Planning  
& Development Agency

**June 27, 2025**

**Administrative Modification 1**  
to the  
Fiscal Year 2025 - 2028  
Transportation Improvement Program (TIP)

**Administrative Modification 26**  
to  
Connecting Kentuckiana 2050  
Metropolitan Transportation Plan (MTP)

Please note - Administrative Modifications 1 and 26 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.



MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Clark County	KIPDA ID:	3365	State ID:	2401839
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Memphis Blue Lick Roadway Improvements	Funding Source:	Group III	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$9,700,000		Total Cost Programmed in TIP to date:	<del>\$93,750</del> <b>\$125,000</b>	
Description:	This project will enhance the overall capacity of the Memphis Blue Lick Road and the surrounding area, from Crone Road near the I-65 Interchange to the existing Champions Point S/D, 2+ miles to the west. There are potentially four intersections that must be enhanced (one is an INDOT interchange at I-65); potentially two bridge improvement structures and several small structure crossings that will need to be improved along with the roadway widening for the area. The roadway widening shall include pavement drive lane expansion and improved paved shoulders. Bike paths will also be considered for this project.				
Justification:	This area is experiencing significant growth. To date there are 6 residential developments that have been platted with over 2500 new residential lots already approved and significantly more potential for the area. Vehicle counts in the area were completed in 2013 and ranged from 800-2000 AVD. new vehicle counts were completed in 2023, and the numbers have increased to 8000-9000 AVD at locations along the Memphis Blue Lick corridor. Residents in the area are concerned with the growth occurring and the potential for new growth in the currently undeveloped areas.				
FY 25-28 TIP Funding:	FY 2025 Planning (P) phase with Group III funds: \$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total)  FY 2026 Planning (P) phase with Group III funds: <b>\$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</b>				

MTP Action:	None				
TIP Action:	Phase shift				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	3366	State ID:	2401835
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Bridge 38 (Baylor Wissman Replacement)	Funding Source:	Group III & Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$3,151,000		Total Cost Programmed in TIP to date:	\$3,151,000	
Description:	Project will replace existing bridge due to poor geometry and the superstructure and substructure deterioration. It will expand bridge from one to two travel lanes with 2 foot shoulders. Approach will be re-aligned to improve site distance.				
Justification:	Existing bridge was constructed in 1950 as one lane crossing and is deteriorating. Bridge provides access to road connecting major subdivisions and provides cross I-64 access to County. Approach has horizontal curve decreasing sight distance and making more unsafe.				
FY 25-28 TIP Funding:	<p><del>FY 2025 Preliminary (PE) phase with Group III Funds:</del>  <del>\$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)</del></p> <p>FY 2026 Preliminary (PE) phase with Group III Funds:  \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)</p> <p>FY 2027 Right of Way (ROW) phase with STBG-MPO Funds:  \$32,000 (Federal) + \$8,000 (Other) = \$40,000 (Total)</p> <p>*FY 2029 Construction Engineering (CE) phase with STBG-MPO Funds:  \$276,000 (Federal) + \$69,000 (Other) = \$345,000 (Total)</p> <p>*FY 2029 Construction (CN) phase with STBG-MPO Funds:  \$1,852,800 (Federal) + \$463,200 (Other) = \$2,316,000 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	3367	State ID:	2401834
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Baylor Wissman Hilltop	Funding Source:	Group III & Highway Safety Improvement Program (HSIP)- MPO	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$3,336,344		Total Cost Programmed in TIP to date:	\$3,336,344 \$867,485	
Description:	Project will replace existing roadway to widen lanes to 11 feet in each direction, add 2 foot shoulders with 1 foot aggregate. Additional safety measures including edge striping and curve notices will be included.				
Justification:	Crash data and a recent Thoroughfare Study indicated run off road crashes on this roadway. The development of a large subdivision in the Town of Georgetown that will utilize this roadway will increase traffic volume and likelihood of additional incidents.				
FY 25-28 TIP Funding:	<p><del>FY 2025 Preliminary Engineering (PE) with Group III Funds:</del>  <del>\$161,481 (Federal) + \$40,371 (Other) = \$201,852 (Total)</del></p> <p>FY 2026 Preliminary Engineering (PE) with Group III Funds:            \$161,481 (Federal) + \$40,371 (Other) = \$201,852 (Total)</p> <p><del>FY 2028 Right of Way (ROW) phase with HSIP-MPO Funds:</del>  <del>\$256,460 (Federal) + \$409,174 (Other) = \$665,634 (Total)</del></p> <p>*FY 2029 Right of Way (ROW) phase with HSIP-MPO Funds:            \$256,460 (Federal) + \$409,174 (Other) = \$665,634 (Total)</p> <p>*FY 2030 Construction Engineering (CE) phase with HSIP-MPO Funds:            \$257,620 (Federal) + \$64,405 (Other) = \$322,025 (Total)</p> <p>*FY 2030 Construction (CN) phase with HSIP-MPO Funds:            \$833,320 (Federal) + \$1,313,514 (Other) = \$2,146,834 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Update TIP funding				
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	3368	State ID:	2401836
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Highway 150 Break - Highlander Point	Funding Source:	Group III & Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2030
Total Estimated Project Cost:	\$4,246,525		Total Cost Programmed in TIP to date:	\$4,246,525	
Description:	Establishment of lighted intersection between Old Vincennes Road and West Luther Road on Highway 150 providing additional access to Highlander Point Gateway district.				
Justification:	Additional access needed from Highway 150 to alleviate congestion and reduce accidents at Old Vincennes Road intersection. Additionally, will provide access to developing areas on either side of highway.				
FY 25-28 TIP Funding:	<p><del>FY 2025 Preliminary Engineering (PE) phase with Group III funds:</del>  <del>\$315,000 (Federal) + \$78,750 (Other) = \$393,750 (Total)</del></p> <p>FY 2026 Preliminary Engineering (PE) phase with Group III funds:  \$315,000 (Federal) + \$78,750 (Other) = \$393,750 (Total)</p> <p>FY 2028 Construction Engineering (CE) phase with STBG-MPO Funds:  \$402,029 (Federal) + \$100,507 (Other) = \$502,536 (Total)</p> <p>FY 2028 Construction (CN) phase with STBG-MPO Funds:  \$2,680,191 (Federal) + \$670,048 (Other) = \$3,350,239 (Total)</p>				

MTP Action:	None				
TIP Action:	Update TIP funding and total estimated project cost				
Project Sponsor:	New Albany	KIPDA ID:	3369	State ID:	2401854
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Slate Run Road Phase II	Funding Source:	Group III & TA-MPO & CRP-MPO	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$7,970,000 \$7,645,000		Total Cost Programmed in TIP to date:	\$7,970,000 \$7,645,000	
Description:	The project consists of the widening of Slate Run Road from Lockwood Drive to Ekin Avenue in New Albany, Indiana. The road is being widened to create new separate bicycle lanes. Curb and gutter will be added to both sides of the roadway, and new sidewalks will be constructed outside of the curb lines.				
Justification:	This is phase 2 of an overall project for which phase 1 construction was completed in 2021. Slate Run Road has been a safety issue for the City of New Albany due to speeding motorists and the lack of bicycle and pedestrian facilities. The roadway is highly trafficked by bicycles and pedestrians due to the existence of the Slate Run Elementary School. This project is needed to assist in traffic calming to reduce speeding motorists, as well as provide safe bicycle paths and pedestrian walkways separate and outside of the roadway to reduce the risk of fatalities and injuries along this corridor.				
FY 25-28 TIP Funding:	<del>FY 2025 Preliminary Engineering (PE) phase with Group III Funds:</del> <del>\$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</del>  FY 2026 Preliminary Engineering (PE) phase with Group III Funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)  FY 2027 Right of Way (ROW) phase with TA-MPO Funds: \$402,940 (Federal) + \$100,735 (Other) = \$503,675 (Total)  <del>FY 2028 Right of Way (ROW) phase with TA-MPO Funds:</del> <del>\$1,293,060 (Federal) + \$323,265 (Other) = \$1,616,325 (Total)</del>  FY 2028 Right of Way (ROW) phase with TA-MPO Funds: \$1,033,060 (Federal) + \$258,265 (Other) = \$1,291,325 (Total)  *FY 2030 Construction Engineering (CE) phase with TA-MPO Funds: \$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)  *FY 2030 Construction (CN) phase with CRP-MPO Funds: \$4,080,000 (Federal) + \$1,020,000 (Other) = \$5,100,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	None				
TIP Action:	Phase shift and TIP funding correction				
Project Sponsor:	New Albany	KIPDA ID:	3136	State ID:	2301550
County:	Floyd County	Parent ID:	N/A	Group ID:	N/A
Project Name:	Intersection of East Spring Street and Beharrell Avenue	Funding Source:	Highway Safety Improvement Program (HSIP)- State	Open to Public (OTP) Date:	2029
Total Estimated Project Cost:	\$3,151,112 \$2,871,112		Total Cost Programmed in TIP to date:	\$3,151,112 \$2,871,112	
Description:	Improvement of the intersection of East Spring Street (a major arterial and gateway into the community with Beharrell Avenue (a collector class roadway). The concept is to utilize a roundabout, a proven safety counter measure, in order to improve the safety of this intersection, slow traffic entering the City of New Albany, and to enhance the livability and walkability of the surrounding areas of the community. This would also allow for a connection to the Ohio River Greenway, and provide a road diet on Spring Street that will accommodate bicycle facilities, parking, and other amenities for the community which will make this corridor more functional for all citizens and not solely drivers.				
Justification:	The City of New Albany is always looking to improve the safety of our roadways and intersections. The current configuration of East Spring Street effectively bisects the neighborhood along Beharrell Avenue. This project will reunite the community, improve safety, improve walkability, improve quality of place and life, all while utilizing a proven safety counter measure that is championed by the FHWA. Furthermore, this project will connect neighborhoods to the north of East Spring Street with the vital community asset that is the Ohio River Greenway.				
FY 25-28 TIP Funding:	<del>FY 2025 Preliminary Engineering (PE) phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)</del>  <del>FY 2025 Preliminary Engineering (PE) phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)</del>  <b>FY 2026 Preliminary Engineering (PE) phase with HSIP-MPO Funds: \$252,000 (Federal) + \$28,000 (Other) = \$280,000 (Total)</b>  FY 2027 Right of Way (ROW) phase with HSIP-MPO Funds: \$400,000 (Federal) + \$44,445 (Other) = \$444,445 (Total)  *FY 2029 Construction (CN) phase with HSIP-MPO Funds: \$1,932,000 (Federal) + \$214,667 (Other) = \$2,146,667 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					



MTP Action:	None				
TIP Action:	Phase shift and update TIP funding				
Project Sponsor:	New Albany	KIPDA ID:	3102	State ID:	2301317
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Graybrook Lane Extension	Funding Source:	Surface Transportation Block Grant - MPO (STBG-MPO)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$3,708,432		Total Cost Programmed in TIP to date:	\$1,114,745 <b>\$1,014,745</b>	
Description:	Extension of collector class roadway (Graybrook Lane) from the intersection with Bono Road/Pearl Street to the intersection of State Street. This roadway extension would further establish connections to the vital State Street corridor.				
Justification:	Graybrook Lane currently deadends into Pearl Street/Bono Road intersection. By extending Graybrook Lane, the collector class roadway would be extended to an important arterial roadway of State Street which would allow citizens an easier route to connect to shopping, vital services, and transit. Furthermore, this project serves an economically depressed area of the city and would allow better connections for the citizens adjacent to this project.				
FY 25-28 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with STBG-MPO funds: \$357,109 (Federal) + \$108,636 (Other) = \$465,745 (Total)  <del>FY 2028 Right of Way (ROW) phase with STBG-MPO funds:</del> <del>\$439,200 (Federal) + \$109,800 (Other) = \$549,000 (Total)</del>  <b>*FY 2030 Right of Way (ROW) phase with STBG-MPO funds:</b> <b>\$439,200 (Federal) + \$109,800 (Other) = \$549,000 (Total)</b>  <del>*FY 2029 Utilities (U) phase with STBG-MPO funds:</del> <del>\$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)</del>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	Update total estimated project cost				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3025	State ID:	1902858, 2301561
County:	Clark	Parent ID:	N/A	Group ID:	N/A
Project Name:	Henryville Welcome Center Reconstruction	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2028 2030
Total Estimated Project Cost:	<del>\$57,530,607</del> \$58,552,558		Total Cost Programmed in TIP to date:	<del>\$57,530,607</del> \$58,552,558	
Description:	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
Justification:	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
FY 25-28 TIP Funding:	<div style="background-color: black; height: 15px; width: 100%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 15px; width: 90%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 15px; width: 100%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 15px; width: 95%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 15px; width: 100%; margin-bottom: 5px;"></div> <div style="background-color: black; height: 15px; width: 90%; margin-bottom: 5px;"></div> <p>FY 2025 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</p> <p><del>FY 2026 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</del></p> <p>FY 2028 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</p> <p><del>FY 2026 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</del></p> <p>FY 2028 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Add new 2676 Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500653
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 EB over I-64, 8.81 E of SR 335	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$5,984,882		Total Cost Programmed in TIP to date:	\$5,984,882	
Description:	Replace Superstructure on US 150 EB over I-64, 8.81 miles E of SR 335				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge				
FY 25-28 TIP Funding:	<div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div> <p>FY 2027 Utilities (U) phase with NHPP Funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP Funds: \$4,702,394 (Federal) + \$522,488 (Other) = \$5,224,882 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					
MTP Action:	N/A				
TIP Action:	Add new 2676 Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500654
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	US 150 WB over I-64, 8.81 E of SR 335	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$5,984,882		Total Cost Programmed in TIP to date:	\$5,984,882	
Description:	Replace Superstructure on US 150 WB over I-64, 8.81 E of SR 335				
Justification:	The purpose of this project is to correct the deficiencies in the wearing surface, deck, and superstructure to help further protect the structure and extend the service life of the bridge				
FY 25-28 TIP Funding:	<div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div> <p>FY 2027 Utilities (U) phase with NHPP Funds: \$9,000 (Federal) + \$1,000 (Other) = \$10,000 (Total)</p> <p>*FY 2030 Construction (CN) phase with NHPP Funds: \$4,702,394 (Federal) + \$522,488 (Other) = \$5,224,882 (Total)</p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Add new 2676 Group Project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	NEW	State ID:	2500631
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 60 over Persimmon Run, 4.93 miles W of SR 111	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public (OTP) Date:	2031
Total Estimated Project Cost:	\$417,577		Total Cost Programmed in TIP to date:	\$417,577	
Description:	SR 60 over Persimmon Run, 4.93 miles W of SR 111 bridge thin deck overlay				
Justification:	The purpose of this project is to maintain or improve the current condition ratings of this bridge deck and wearing surface. Applying a thin deck overlay will extend the performance life of this structure, thereby, delaying the need for a more costly rigid overlay project.				
FY 25-28 TIP Funding:	FY 2026 Preliminary Engineering (PE) phase with STBG-ST Funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)  *FY 2030 Construction (CN) phase with STBG-ST Funds: \$214,062 (Federal) + \$53,515 (Other) = \$267,577 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Update TIP funding, total project cost and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	3051	State ID:	2200873
County:	Floyd	Parent ID:	N/A	Group ID:	2676
Project Name:	I-265 Over Slate Run Creek Scour Protection	Funding Source:	National Highway Performance Plan (NHPP)	Open to Public (OTP) Date:	2026 2027
Total Estimated Project Cost:	<del>\$620,059</del> \$632,559		Total Cost Programmed in TIP to date:	<del>\$620,059</del> \$632,559	
Description:	Scour and erosion protection on I-265 over Slate Run Creek, 0.2 mile south of I-265.				
Justification:	The project will correct the deficiencies with erosion and scour at the outlet (east end) of the structure.				
FY 25-28 TIP Funding:	<p>FY 2025 Right of Way (ROW) phase with NHPP funds: \$36,000 (Federal) + \$4,000 (Other) = \$40,000 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$11,250 (Federal) + \$1,250 (Other) = \$12,500 (Total)</p> <p><del>FY 2026 Construction (CN) phase with NHPP funds: \$343,682 (Federal) + \$38,187 (Other) = \$381,869 (Total)</del></p> <p>FY 2027 Construction (CN) phase with NHPP funds: \$343,682 (Federal) + \$38,187 (Other) = \$381,869 (Total)</p>				

MTP Action:	N/A				
TIP Action:	Update TIP funding and OTP				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2722	State ID:	1900343
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	US 31 at Wolf Run	Funding Source:	Surface Transportation Block Grant - State (STBG-ST)	Open to Public (OTP) Date:	2026 2031
Total Estimated Project Cost:	\$2,073,993		Total Cost Programmed in TIP to date:	<del>\$1,616,136</del> <b>\$1,878,286</b>	
Description:	Bridge replacement on US 31, 00.20 mile north of IN 160 at Wolf Run.				
Justification:	Bridge replacement, concrete.				
FY 25-28 TIP Funding:	<div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div> <p>FY 2026 Preliminary Engineering (PE) phase with STBG-State funds: \$88,000 (Federal) + \$22,000 (Other) = \$110,000 (Total)</p> <p>FY 2026 Utilities (U) phase with STBG-State funds: \$56,000 (Federal) + \$14,000 (Other) = \$70,000 (Total)</p> <p><del>FY 2026 Construction (CN) phase with STBG-State funds: \$1,143,149 (Federal) + \$285,787 (Other) = \$1,428,936 (Total)</del></p> <p><b>*FY 2031 Construction (CN) phase with STBG-State funds: \$1,352,869 (Federal) + \$338,217 (Other) = \$1,691,086 (Total)</b></p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

MTP Action:	N/A				
TIP Action:	Remove project				
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2975	State ID:	2100647
County:	Clark	Parent ID:	N/A	Group ID:	2676
Project Name:	SR 265 at Old Salem Road	Funding Source:	NHPP	Open to Public (OTP) Date:	2026
Total Estimated Project Cost:	\$429,655		Total Cost Programmed in TIP to date:	\$0	
Description:	Bridge thin deck overlay at SR 265 at Old Salem Road bridge over SR 265 EB/WB, 2.20 miles east of SR 62.				
Justification:	The purpose of this project is to protect the existing deck with a preventative maintenance wearing surface treatment to help extend the service life of the bridge deck. The project need is based on the current condition of the structure elements and notable deficiencies in the wearing surface. This bridge was built in 2013 and has never received a wearing surface treatment to date. The bridge is overall in good condition, but could benefit from additional protection through a preventative maintenance wearing surface treatment.				
FY 23-26 TIP Funding:	<del>*FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$119,880 (Federal) + \$13,320 (Other) \$133,200 (Total)</del>  <del>*FY 2023 Preliminary Engineering (PE) phase with NHPP funds: \$6,390 (Federal) + \$710 (Other) \$7,100 (Total)</del>  <del>FY 2026 Construction (CN) phase with NHPP funds: \$260,420 (Federal) + \$28,936 (Other) \$289,355 (Total)</del>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					



		Amendment
		Modification
		Grouped Project

Sponsor	STIP Request Type for INDOT	Lead DES	Contract #	Secondary Des #'s	Project Grouping Number *ALL Des #'s must be in a Grouping Work Type*	Route	Work Type	Location	Type of Change	Phase	Federal	Match	2025	2026	2027	2028	2029	2030	2031	Total Project Cost	Specific change to project (Please include Phase, FY and Amount increase/decrease) *If multiple des #'s, please state the specific Des #(s) being updated*	Air Quality information (if applicable)
INDOT	Amendment	2500811				SR 62	Safety and access improvements	6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3	New Project	PE	\$332,800.00	\$83,200.00		\$416,000.00						\$2,878,272.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500811				SR 62	Safety and access improvements	6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3	New Project	RW	\$34,944.00	\$8,736.00			\$43,680.00					\$2,878,272.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500811				SR 62	Safety and access improvements	6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3	New Project	U	\$80,000.00	\$20,000.00			\$100,000.00					\$2,878,272.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500811				SR 62	Safety and access improvements	6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3	New Project	CN	\$1,854,874.00	\$463,718.00						\$2,318,592.00		\$2,878,272.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500785				I-265	Access control	I-265 at International Dr	New Project	PE	\$27,000.00	\$3,000.00		\$30,000.00						\$2,209,773.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500785				I-266	Access control	I-265 at International Dr	New Project	RW	\$1,745,100.00	\$193,900.00				\$1,939,000.00				\$2,209,773.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet
INDOT	Amendment	2500785				I-267	Access control	I-265 at International Dr	New Project	CN	\$216,696.00	\$24,077.00							\$240,773	\$2,209,773.00	KIPDA FY25-FY28 TIP Amendment 1 -Add new project	See PDF Packet