



## TRANSPORTATION POLICY COMMITTEE

1:00 p.m., Thursday, October 23, 2008

KIPDA Burke Room  
11520 Commonwealth Drive  
Louisville, Kentucky 40299

See  
<http://www.ridetarc.org/tripplan/>  
for TARC service to  
KIPDA

### AGENDA

Kentucky  
Member  
Counties

Bullitt

1. *Call to Order, Welcome, Introductions*

Henry

2. *August 28 Meeting Minutes* – review and approval (see enclosed) - **Action requested.**

Jefferson

Oldham

3. *Public Comment Period*

Shelby

4. *Public Meeting/Comment Report* – A report on public involvement activities.

Spencer

Trimble

5. *FY 2007-2011 Transportation Improvement Program* – Staff will present proposed administrative modifications (see enclosed).

Indiana  
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Counties

6. *Horizon 2030 Transportation Plan* - Staff will present proposed amendments to the long range plan (see enclosed) – **Action requested.**

Clark

7. *Congestion Mitigation/Air Quality* – Staff will update the committee on status of project funding awarded by the Kentucky Transportation Cabinet.

Floyd

8. *FY 2007-2011 Transportation Improvement Program* – Staff will present proposed amendments to the short range funding document (see enclosed) – **Action requested.**

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10. *Other Business*

11. *Adjourn*

**Auxiliary aids/services are available when requested 3 business days in advance.**

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**MINUTES  
TRANSPORTATION POLICY COMMITTEE (TPC)  
Thursday, August 28, 2008  
KIPDA Burke Room  
11520 Commonwealth Drive  
Louisville, Kentucky 40299**

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**Call to Order**

Vice-Chair J. Byron Chapman called the meeting to order at 1:05 p.m. and introductions were made. It was determined a quorum was present.

**Review and Approval of Minutes**

**Sherry Conner, City of Shively, made a motion to approve the minutes of the June 26 meeting (see August packet). Matt Meunier, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

Cathy Hinko, Metropolitan Housing Coalition, commented that having TPC meetings during the work day is inconvenient if the process is to be truly "open to the public" and that the location is not convenient for public transit. She also suggested that TPC meetings be broadcast on MetroTV.

John Owen announced the intermodal commuter rail/commuter bus demonstration on November 8. In response to Ms. Hinko's comment regarding public transit to the meeting location, Mr. Owen noted that he arrived at the meeting via public transit.

John Miller, Miller Transportation Company, commented on commuter bus/commuter rail service in Indianapolis.

Mike Lyons commented that Miller Transportation Company buses are not handicapped accessible and that the federal government requires compliance with the Americans with Disabilities Act.

Mr. Miller responded that Miller Transportation Company, as a charter operator whose services are requested in advance, has a lower percentage of fleet requirement to be handicapped accessible than TARC.

Mr. Owen commented that the commuter rails are handicapped accessible.

**Public Meeting/Comment Report**

Josh Suiter, KIPDA staff, reported on the following recent and upcoming public involvement activities:

- Wednesday, July 2 – Indiana Department of Transportation SR 111 Public Information Meeting, New Albany City/County Building

- Tuesday, July 8 – TRIMARC Public Assessment Meeting, Hampton Inn on Hampton Lake Way in Louisville
- Monday, July 21 – Mayor’s Community Conversation, Carter Elementary School
- Tuesday, July 29 – Louisville Metro District 17 Public Meeting, Republic Bank, 9600 Brownsboro Road
- Tuesday, July 29 – Floyds Fork Area Study Meeting, Jeffersontown Community Center
- Tuesday, August 5 – North East Louisville Business Association KY 22 Roadway Improvement Project – Gene Snyder to Murphy Lane public hearing on progress to date and funding delays, North East Christian Church
- Monday, August 18 – Mayor’s Community Conversation, Thomas Jefferson Middle School
- Friday, August 29 and Saturday, August 30 – World Fest, The Belvedere
- Monday, September 15 – Mayor’s Community Conversation, Central High School

### **FY 2007-2011 Transportation Improvement Program (TIP)**

Mary Lou Hauber, KIPDA staff, presented proposed administrative modifications to the short range programming document (see August meeting packet). There was discussion. No action was required.

### **Functional Classification System**

Harold Tull, KIPDA staff, presented a request from the City of Jeffersontown for additions to the street network functional classification system (see August meeting packet). **C. Bruce Traugher, Louisville Metro Government, made a motion to endorse the City of Jeffersontown's proposed changes to the functional classification system for consideration by the Kentucky Transportation Cabinet (KYTC). Bernard Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

### **Horizon 2030 Transportation Plan Update**

David Burton, KIPDA staff, presented information on the update of the long range plan (see August meeting packet). **Sherry Conner, City of Shively, made a motion to approve the revision of the horizon year of the scheduled update from 2035 to 2030. Amy Thomas, KYTC, seconded the motion and it carried with a unanimous vote.**

### **Year of Expenditure Project Cost Estimates**

Mary Lou Hauber, KIPDA staff, presented an update on year of expenditure compliance for the transportation plan and the Transportation Improvement Program (see August meeting packet). There was discussion.

### **Transportation Safety/Transportation Security**

Glenn Woods, KIPDA staff, presented information on upcoming planning activities. There was discussion.

## **Other Business**

Amy Thomas, KYTC, announced that the Statewide Transportation Improvement Program (STIP) has been amended for Year of Expenditure dollars. There was discussion.

Nina Walfoort, TARC, requested assistance locating Park and Ride lot locations, especially in Southern Indiana. There was discussion.

## **Adjournment**

The meeting was adjourned at 2:00 p.m.

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Harold Tull  
Recording Secretary

### **Members Present:**

Matt Meunier	City of Jeffersontown
Bob Miller	City of Jeffersonville
Krisjans Streips	City of New Albany
Sherry Conner	City of Shively
Bernard Bowling	City of St. Matthews
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Amy Thomas	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
C. Bruce Traugher	Louisville Metro Government
Duane Murner	Oldham County
Nina Walfoort	Transit Authority of River City

### **Members Absent:**

Melanie Roberts	Bullitt County
Robert Hall	City of Charlestown
Hyun Lee	Clark County
*Tommy Dupree	Federal Aviation Administration – Memphis
*Larry Heil	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Jay Anoka	Federal Transit Administration – Region 4
Stephen Bush	Floyd County
Karl Browning	Indiana Department of Transportation
*Charles Cash	Louisville Metro Planning & Design
J.D. Nichols	Regional Airport Authority
Patricia Fraser	Town of Clarksville
*Krista Mills	US Department of Housing & Urban Development

### **Others Present:**

David Morse	Coalition for the Advancement of Regional Transportation
Mike Lyons	Disabled American Veterans
Tom Hall	Kentucky Transportation Cabinet – District 5
David Burton	KIPDA
Stacey Burton	KIPDA
Mary Lou Hauber	KIPDA
Vesselina Romanov	KIPDA
Josh Suiter	KIPDA
Harold Tull	KIPDA
Kristi Ivey	Louisville Metro Government
Cathy Hinko	Metropolitan Housing Coalition
John Miller	Miller Transportation Company
Vic Peek	Mindel, Scott & Associates
Tim Emington	TRIMARC
Dr. Peggy Kidwell	
John Owen	

\* Denotes Advisory Members

**MEMORANDUM**

TO: Transportation Policy Committee

Kentucky  
Member  
Counties

FROM: Mary C. Hauber

DATE: October 15, 2008

Bullitt

SUBJECT: Administrative Modification of the FY 2007 – FY 2011 Transportation Improvement Program

Henry

Jefferson

KIPDA has been informed of administrative modifications to be made to the FY 2007 – FY 2011 Transportation Improvement Program. Administrative modifications are changes that are considered relatively minor and no action is required of the MPO.

Oldham

Shelby

Qualifying criteria for administrative modifications include the following actions:

Spencer

Trimble

- Correcting obvious minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one federal funding category to another except for Surface Transportation Program (STP) dedicated urbanized area funding.
- Moving a project from federal funding to state funding.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities “phases” to a construction project that is already included in the STIP.
- Moving any identified project phase programmed for the previous year into a new TIP (rollover provision).
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.

Indiana  
Member  
Counties

Clark

Floyd

The changes to the Transportation Improvement Program are included on the attached table.

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Also, at the TTCC meeting in August, another list of administrative modifications was presented for informational purposes. Since that time, KIPDA has been informed by KYTC that some of those project changes will not occur at this time. Therefore, some of the administrative modifications that were presented in August are being rescinded. I have attached the previous list that was presented in August with those projects that are being withdrawn highlighted in blue.

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**Administrative Modification 10**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**October 2008**

<b>KIPDA ID</b>	<b>State ID</b>	<b>Project</b>	<b>Description</b>	<b>Sponsor</b>	<b>Change to TIP</b>
<i>Indiana Projects</i>					
1535	0710151	I- 64	Install guardrails on I-64 at various locations.	INDOT	move PE from 2008 to 2009 and decrease to \$27,000; Move Construction from 2009 to 2010 and increase to \$931,000, STP-State funds
1536	0710152	I-265	Add guardrails at various location on I-265 (Lee Hamilton Highway).	INDOT	Move PE from 2008 to 2009 and increase to \$20,000; Move Construction from 2009 to 2010 and increase to \$475,000, STP-State funds

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**  
**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
<i>Indiana Projects</i>					
1557		10th St.	Phase 3: Reconstruct & widen 10th Street from 4 to 5 lanes (5th lane will be a center turn lane) from Dutch Lane/Penn Street to Reeds Lane.	Jeffersonville	Increase FY 2008 Design to \$320,000 federal and \$400,000 total, change ROW to FY 2009 \$200,000 federal and \$250,000 total, and FY 2011 \$400,000 federal and \$500,000 total, STP-Urban funds
1417		10th St.	Signalize the intersection and add turn lanes at Thompson Lane.	Jeffersonville	Change funding from STP-Urban to local
550	9286340	CR 12, Old Vincennes Rd.	Phase 2 road reconstruction beginning at the east end of the completed Phase 1 and runs eastward 1 mile to a point east of Luther Rd.	Floyd Co.	Move ROW from FY 2008 to FY 2009, STP-Urban funds
308		Daisy Ln.	Reconstruct Daisy Lane as a 2 lane (no additional lanes) road from State Street to IN 111 (Grantline Road). Widening, profile correction, installation of curb & gutters, sidewalks with accessible ramps.	New Albany	Move FY 2008 Construction to FY 2010 and reduce from \$1,000,000 to \$500,000 STP-Urban funds
1538	0710264	I-64	Bridge maintenance and repair of I-64 bridge over the Ohio River.	INDOT	Change funding from STP-State to Bridge
1206	0200613	I-65	Vehicle purchase for the Hoosier Helper ITS Program	INDOT	Add FY 2009 \$115,000 STP-State funds
1496	0710263	I-65	Maintenance and repair of I-65 bridge over the Ohio River	INDOT	Additional funding, FY2009 PE \$300,000; FY 2009 Construction \$100,000, Bridge funds
1560	0710869	IN 60	Intersection improvement at Dow Knob Road. Including the addition of turn lanes	INDOT	Move FY 2008 PE to FY 2009 and increase from \$9,375 to \$75,000 STP-State funds
1565	0711017	IN 60	Intersection improvement at Perry Crossing Road including the addition of turn lanes.	INDOT	Move FY 2008 PE to FY 2009 and increase from \$15,000 to \$75,000 STP-State funds
1541	0800080	IN 60	Replace bridge over Persimmon Run, 4.93 miles west of IN 111.	INDOT	Change Des # from #0710296 to #0800080, Move PE from 2008 to 2009 and increase from \$10,000 to \$57,500 Bridge funds

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1104	0100712	IN 60	Intersection improvement on IN 60 at St. Joe Road (east junction).	INDOT	Move PE from 2006 to 2007 and reduce from \$50,000 to \$40,000; Move ROW from 2007 to 2010, STP-State funds
1537	0800072	IN 403	Rehabilitate bridge on IN 403 over Silver Creek, 0.98 miles east of US 31	INDOT	Breakout this bridge project from KIPDA #1537, Des #0710167, IN 403: Rehabilitate IN 403 from US 31 to IN 3. FY 2009 PE, \$175,000 Bridge funds
1556		Market St./Spring St.	Upgrade and designate Market Street and Spring Street as two-way streets from IN 111 to State Street.	New Albany	Move Design from FY 2008 to FY 2009, STP-Urban funds
95	0300779	McDonald Ln.	Reconstruct 2 lane road from Grantline Rd. to Charlestown Rd.	New Albany	Move ROW from FY 2010 to FY 2011 , STP-Urban funds
309	0710808	Mt. Tabor	Reconstruct 2 lane road from Grantline Rd. to Charlestown Rd.	New Albany	Move ROW from FY 2010 to FY 2011, STP-Urban funds
539	0400935	Salem-Noble Rd.	Reconstruct as a 2 lane road from IN 62 to IN 403	Clark Co	Add FY 2011 ROW \$300,000 federal and \$375,000 total STP-Urban funds
<b>Kentucky Projects</b>					
1275	1044.00	Bear Camp Rd.	Replace bridge on Bear Camp Rd. over Bear Camp Run	KYTC	Move 2007 ROW to 2008 and decrease from \$250,000 to \$30,000, Move 2007 Utilities to 2008 and decrease from \$200,000 to \$100,000, Bridge funds.
1434	73.00	I- 64	Expansion joint replacement, mill and overlay decks and miscellaneous repairs on the Riverside Expressway (I-64) bridges between KY 61 (Preston Street) and I-264 (Shawnee Expressway).	KYTC	Increase 2007 Construction from \$30,000,000 to \$58,042,400, IM funds

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**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1403	2038.00	I- 64	Mill 1" thin overlay on I-64 from MP 20.765 in Jefferson Co. to MP 25.094 in Shelby County	KYTC	Move 2008 Construction to 2010 and increase from \$3,200,000 to \$3,500,000 IM funds
1260	2034.00	I- 65	Rehabilitate I-65, repair & grind pavement from Mile Point 110.7 to Mile Point 115.77.	KYTC	Increase 2007 Construction from \$4,400,000 to \$7,727,570, IM funds
1453	2043.00	I- 65	Rehabilitate I-65, repair and grind pavement from MP 128.13 to MP 131.89.	KYTC	Move 2007 Construction to 2009 and increase from \$3,000,000 to \$3,250,000, IM funds
1439	2048.00	I- 65	Pavement Rehabilitation - mill 1" intermediate overlay on I-65 from MP 127.57 to MP 128.13.	KYTC	Move 2007 Construction to 2008 and increase from \$500,000 to \$1,599,549 IM funds
1440	2050.00	I- 65	Pavement Rehabilitation - repair and grind pavement on I-65 from MP 123.18 to MP 127.57.	KYTC	Increase 2007 Design from \$50,000 to \$300,000; Move 2007 Construction to 2009 and increase from \$1,600,000 to \$1,750,000, IM funds
1257	2049.00	I- 65	Rehabilitate I-65, repair & grind pavement from Mile Point 118.58 to Mile Point 123.18.	KYTC	Increase 2007 Design from \$50,000 to \$300,000; Move 2007 Construction to 2008, IM funds
1454	205.00	I- 65	Reconstruct second curve only on I-65 SB ramp at KY 1065 (Outer Loop) to improve the geometrics of the curve (change in horizontal alignment).	KYTC	Increase 2010 Construction from \$1,375,000 to \$1,550,000 IM funds
1456	2053.00	I- 71	Pavement rehabilitation - mill 2' intermediate overlay on I-71 from MP 0.0 to MP 5.55.	KYTC	Move 2007 Construction to 2010 and increase from \$2,220,000 to \$2,400,000, IM funds

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**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1016	15.00	I-264	Power wash & paint all steel bridges & steel bearings on I-264 (Henry Watterson Expressway).	KYTC	Move 2008 Construction to 2010 and increase from \$3,500,000 to \$3,790,000, IM funds.
1402	2036.00	I-264	Pavement rehabilitation from US 42 (MP 22.61) to I-71 (MP 23.24).	KYTC	Move 2008 Construction to 2010 and increase from \$333,000 to \$361,053, IM funds.
1532	2045.00	I-264	Repair and grind pavement on I-264 from MP 13.71(KY 864) to MP 18.41 (KY 1932).	KYTC	Move 2008 Design to 2010 and increase from \$50,000 to \$55,000; Move 2008 Construction to 2010 and increase from \$2,350,000 to \$2,550,000, IM funds.
1457	2047.00	I-264	Pavement rehabilitation - repair and grind pavement on I-264 from MP 12.7 to MP 13.71.	KYTC	Move 2008 Design to 2010 and increase from \$50,000 to \$55,000; Move 2008 Construction to 2010 and increase from \$505,000 to \$550,000, IM funds.
1459	2064.00	I-264	Pavement rehabilitation - repair and grind pavement on I-264 from MP 8.04 to MP 12.70.	KYTC	Move 2008 Design to 2010 and increase from \$75,000 to \$85,000; Move 2008 Construction to 2010 and increase from \$2,330,000 to \$2,525,000, IM funds.
131	28.00	I-264	Construct new I-264 (Henry Watterson Expressway) interchange at KY 1447 (Westport Road) adding an additional lane in each direction in the interchange area and add 300-500 feet of auxiliary lane on I-264 and a second off-ramp lane to US 42.	KYTC	Move 2007 Construction to 2009 and increase from \$25,000,000 to \$36,000,000, STP-State funds
1017	136.00	I-265	Power wash & paint all steel bridges & steel bearings on I-265 (Gene Snyder Fwy.).	KYTC	Move 2007 Construction to 2010 and increase from \$3,500,000 to \$3,790,000, State funds.
1441	2044.00	I-265	Pavement rehabilitation - repair and grind pavement on I-265 from MP 18.8 to MP 23.364.	KYTC	Move 2008 Construction to 2010 and increase from \$900,000 to \$975,000, IM funds.

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1437	2054.00	I-265	Pavement rehabilitation - Mill 1/2" intermediate overlay on I-265 from MP 25.35 to MP 26.60.	KYTC	Move 2008 Construction to 2010 and increase from \$1,000,000 to \$1,100,000, IM funds.
1438	2055.00	I-265	Pavement rehabilitation - repair and grind pavement on I-265 from MP 26.6 to MP 29.77.	KYTC	Move 2008 Design to 2010 and increase from \$50,000 to \$55,000; Move 2008 Construction to 2010 and increase from \$1,000,000 to \$1,100,000, IM funds.
1483	264.00	I-265	Improve I-265/US 31E (Bardstown Road) interchange as recommended by KIPDA's interchange study including the addition of 1 southbound lane on Bardstown Road from the Kroger Driveway to the I-265 westbound on-ramp.	KYTC	Increase 2009 Construction from \$1,000,000 to \$1,560,000 IM funds.
1212	1012.00	Interstate Traffic Management	Expansion of incident management program. Pay down of GE Capital lease used for initial construction of system.	KYTC	Increase 2008 funding from \$1,350,000 to \$1,410,000, CMAQ funds
1399	902.00	KY 155	Construct left turn lane on KY 155 at Tucker Station Road, 0.9 mile northwest of I-265 underpass in Louisville.	KYTC	Move 2007 ROW to 2008 and increase from \$40,000 to \$50,000, Move 2007 Utilities to 2008 and increase from \$40,000 to \$50,000, Increase 2008 Construction from \$550,000 to \$1,210,000, HES funds
1486	320.40	KY 22	Reconstruct KY 22, widening it from 2 to 3 lanes (3rd lane will be a center turn lane) from Hitt Road to Murphy Lane.	KYTC	Move 2007 Construction to 2009 increase from \$850,000 to \$920,000 State funds
151	28.10	KY 1447	Widen from 2 to 5 lanes from Hubbards to I-264	KYTC	Add Utilities \$1,500,000 fed. in FY 2008, and increase FY 2008 Construction to \$7,800,000 fed. STP-Urban funds
1109	505.00	Ohio River Levee Trail - Phase IIB & Phase III	Complete the ORLI, a shared use path along the Ohio River in West Jefferson Co. Phase IIB will run from Cane Run Road north to south of Lees Lane and Phase III will run from Chickasaw Park to Lees Lane	Lou. Metro Public Works	Add Design FY 2008 \$100,000 federal, move FY 2008 Construction to FY 2009 STP-Urban funds

9/30/2008  
KIPDA

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**

**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1255	1049.00	Old LaGrange Rd.	Replace bridge on Old LaGrange Road over branch of Goose Creek, 0.33 miles east of Lyndon Lane (KY 2050).	KYTC	Move 2007 ROW to 2008 and decrease from \$60,000 to \$20,000, Move 2007 Utilities to 2008 and increase from \$40,000 to \$115,000, Increase 2009 Construction from \$320,000 to \$440,000, Bridge funds.
1273	506.00	Olmsted Pkways. Multi-Use Path System	Construction of multi-use path connecting Algonquin, Southwestern, Southern, and Eastern Parkways with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists.	Louisville Metro Parks	Change FY 2009 ROW to Design, STP-Urban funds
1429	183.00	Signal System Improvements	Various signal system improvements in Jefferson County	KYTC	Move 2007 Construction to 2010 and decrease from \$875,000 to \$500,000, Move 2007 Construction to 2010 and increase from \$875,000 to \$910,000 State funds
1472		US 60A Corridor University of Louisville Improvements	Roadway improvements to US 60A (Eastern Parkway) from I-65 to Third Street including reducing the number of travel lanes from 4 to 2, bike/ped facilities, medians, and crosswalks, to provide for a safer, more pedestrian friendly campus for students.	KYTC	Increase 2007 Design to \$500,000 State funds, Move 2007 ROW to 2008 \$50,000 State funds, Move 2007 Utilities to 2008 \$50,000 State funds, Move 2007 Construction to 2009 \$1,840,000 federal, \$2,300,000 total, TE funds.
1542	287.01	US 31E	Phase 1: Realign and widen US 31E from 2 to 5 lanes from north of Bardstown (Nelson County) to Cox Creek and widen from 2 to 4 lanes from Cox Creek to Salt River Bridge. Phase 2: Realign and widen US 31E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mt. Washington.	KYTC	Move 2007 ROW to 2009 and reduce to \$13,680,000; Move 2007 Utilities to 2009 and reduce to \$2,860,000; Move 2008 Construction to 2010 and decrease to \$75,590,000; State funds

**Delete from List - Add to Amendments**

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**  
**August 2008**

Project rescinded per KYTC					
KIPDA ID	State ID	Project	Description	Sponsor	Change to TIP
1256	1048.00	Wood Rd.	Replace bridge on Wood Road over Middle Fork of Beargrass Creek, 0.2 miles north of Whipps Mill Road.	KYTC	Move 2007 ROW to 2008 and increase from \$40,000 to \$47,500, Move 2007 Utilities to 2008 and increase from \$30,000 to \$65,000, Move 2009 Construction to 2010 and increase from \$230,000 to \$460,000, Bridge funds.
321	434.00	LaGrange Underpass West of LaGrange	Construct a 4 lane uninterrupted rail underpass west of LaGrange	Oldham County	Increase 2010 ROW to \$2,205,000 federal, \$2,756,250 total; Increase 2011 Utilities to \$899,891 federal, \$1,124,864 total; Move 2010 Construction to future. STP-Urban funds.

**Administrative Modification 9 - REVISED**  
**FY 2007 - FY 2011 Transportation Improvement Program**  
**August 2008**

KIPDA ID	State ID	Project	Description	Sponsor
185	700.00	Ohio River Bridges Project	Construction of 2 new Ohio River bridges, 1 in downtown (I-65) corridor and 1 in the far east (I-265) corridor and reconstruction of the Kennedy Interchange. Also included are enhanced bus service improvements. \$2,838,800,000 (Inflated Dollars, life of Project), Fully Open to Public: 2020	KYTC

Current Programming			
Year	Phase	Federal Funds	Funding
2008	D	\$14,428,000	STP-State
2008	D	\$42,572,000	NHS
2008	R	\$7,700,000	NHS
2008	U	\$1,220,000	NHS
2008	C	\$6,310,000	NHS
2008	C	\$680,000	IM
2008	C	\$12,490,000	STP-State
<b>SUBTOTAL</b>		<b>\$85,400,000</b>	
2009	D	\$12,300,000	NHS
2009	D	\$4,580,000	IM
2009	R	\$12,650,000	NHS
2009	U	\$1,270,000	NHS
2009	C	\$10,750,000	STP-State
2009	C	\$59,230,000	NHS
2009	C	\$2,960,000	IM
<b>SUBTOTAL</b>		<b>\$103,740,000</b>	
2010	R	\$5,260,000	NHS
2010	C	\$8,670,000	STP-State
2010	C	\$93,230,000	NHS
<b>SUBTOTAL</b>		<b>\$107,160,000</b>	

Change			
Year	Phase	Federal Funds	Funding
2008	D	\$12,017,000	IM
2008	D	\$33,226,000	NH
2008	C	\$8,200,000	IM
2008	C	\$3,060,000	STP-State
<b>SUBTOTAL</b>		<b>\$56,503,000</b>	
2009	D	\$9,280,000	IM
2009	D	\$24,810,000	NHS
2009	R	\$17,900,000	NHS
2009	U	\$1,900,000	NHS
2009	C	\$24,680,000	IM
2009	C	\$24,270,000	NHS
2009	C	\$1,104,000	STP-State
<b>SUBTOTAL</b>		<b>\$103,944,000</b>	
2010	D	\$9,280,000	IM
2010	D	\$14,630,000	NHS
2010	R	\$27,100,000	NHS
2010	U	\$1,650,000	NHS
2010	C	\$10,770,000	IM
2010	C	\$5,800,000	NHS
2010	U	\$1,650,000	NHS
<b>SUBTOTAL</b>		<b>\$70,880,000</b>	



**MEMORANDUM**

Kentucky  
Member  
Counties

TO: Transportation Policy Committee

FROM: David C. Burton, Transportation Planner

DATE: September 30, 2008

SUBJECT: Amendment of the Horizon 2030 Transportation Plan

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

KIPDA has been requested to amend the *Horizon 2030 Long-Range Transportation Plan* to include the projects on the attached amendment (*Amendment 11 of the Horizon 2030 Long-Range Transportation Plan*) list. Attached please find the requested amendments to the Transportation Plan (project changes are shown in the shaded column), the Interagency Consultation minutes, and the air quality Conformity Report.

Indiana  
Member  
Counties

Clark

Floyd

These projects were examined and it was determined a regional emissions analysis was necessary, conducted, and shown to pass conformity. The requested amendments' project information, Interagency Consultation meeting minutes, and air quality Conformity Report were available for public review from September 15 through September 29 at public libraries and on the KIPDA website. A public open house was held on September 23 at KIPDA and the main branch of the public library in downtown Louisville.

**Action is requested.**

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**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
<b>Indiana Projects</b>							
1572	0	Brown Station Way	Reconstruction of Brown Station Way from Randolph Ave. to existing bridge over Silver Creek, a distance of approx. 1.7 miles (no additional lanes proposed). Scope includes the rehabilitation of an existing pedestrian overpass.	Clarksville PW		PLAN - Add project to Plan, \$4,050,000.	Exempt
1571	0710592	IN 60	Reconstruct and widen the bridge deck on IN 60, 1.97 miles west of IN 311. Lane will be added to the bridge deck to connect with the added lanes at intersections on each end of the bridge, St. Joe Rd. East and St. Joe Rd. West. St. Joe Rd. East and St. Joe Rd. West intersections are located approx. 1,580 ft apart.	INDOT	TIP - Add to TIP, FY 2008 PE \$25,000, FY 2009 ROW \$21,000, FY 2010 Const \$210,000 STP-State funding.	PLAN - Add project to Plan, \$256,000	Add project to 2012 analysis year.
		IN 111	Reconstruct IN 111 (Grantline Rd.) as a 2 lane road (no additional travel lanes) from McDonald Ln. south to Beechwood Ave. for a distance of 1.1 miles.	New Albany	TIP - Add to TIP, FY 2009 PE \$300,000 federal and \$375,000 total; FY 2011 ROW \$200,000 federal and \$250,000 total; STP-Urban funding.	PLAN - Add project to Plan, \$3,550,000.	Exempt
316	9902920	IN 111	Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. Approximately 1.7miles.	INDOT	TIP - Change description from "Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. " to "Widen IN 111 (Grant Line Rd.) from 2 to 5 lanes from McDonald Ln. to Mt. Tabor including the construction of a railroad grade separation at the CSX RR near Pillsbury Lane. "	PLAN - Change Description same as TIP change	Replace 3-lane section from Beechwood Ave to Cherokee Drive with 2 lanes and replace 5- lane section from Cherokee Drive to McDonald Ln. with 2 lanes.
		Paoli Pike Intersection Improvements	Intersection improvements to the intersections of Paoli Pike and Scottsville Rd. and Paoli Pike and Buffalo Trail, adding turn lanes.	Floyd County	TIP - Add to TIP, FY 2009 D, ROW, & Construction \$250,000 federal and \$312,500 total; FY 2010 D,ROW, Construction \$230,000 federal and \$287,500 total; CMAQ funds	PLAN - Add project to Plan, \$600,000	Exempt per 93.127
		State St. Corridor Improvements	Upgrade signalizations at 14 intersections along State Street from Main St. to I-265	New Albany	TIP - Add to TIP, FY 2009 PE \$60,000 federal, \$75,000 total; FY 2010 Const \$540,000 federal, \$675,000 total, CMAQ funding.	PLAN - Add project to Plan, \$750,000	Exempt per 93.127

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KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1210		Specialized Transportation Capital Assistance	Federal capital assistance grant program for social service agencies who provide transportation for the elderly & persons with disabilities.	KIPDA	TIP - FY 2008 funding for vehicle and equipment purchases for social service agencies: New Hope Services - mini van \$20,000, Type B van \$41,500; Lifespring Mental Health Services - Type C van \$43,000; LifeSpan Resources - low floor mini van \$40,000, small transit vehicle \$45,000; Rauch Inc. - small transit vehicle \$45,000; Section 5310 funds.		Exempt
<b>Kentucky Projects</b>							
1501		Bike Station Bicycle Parking Facility & Intermodal Transit Center	Construction of 1 central and 2 satellite Bike Station facilities to provide centralized, secure bicycle parking & direct connection to transit routes in the CBD and key Metro employment hubs.	Lou. Metro DPDS	TIP - Move 2009 Construction out of TIP to future. STP-Urban funding		Exempt
1192	00413.00	Broadway & 18th Street	Align intersection of Broadway & 18th Street by moving the south leg of 18th Street to the east.	Lou. Metro PW	TIP - Move Utilities from 2007 to future, move Construction from 2008 to future.		Change analysis year to 2012.
223	00404.00	Cooper Chapel Road Phase 3	Phase 3: Extend and construct 2 lane roadway from KY 864 (Beulah Church Road) to US 31E (Bardstown Road). Will incorporate sidewalks and a 10' paved shoulder.	Lou. Metro PW	TIP - Change description to "Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will incorporate sidewalks and 10' paved shoulders." Move ROW from 2007 to future	PLAN - Change description to match TIP change.	Open to public date is 2020. Modify alignment in 2020 and 2030.
		Historic Old Taylorsville Rd. Corridor	Construction of a bicycle and pedestrian trail from Skyview Baseball & Recreational Park to Downtown Jeffersontown and on to Veterans Memorial Park, connecting to the existing trail.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design, \$2,000, FY 2009 ROW \$10,000, FY 2009 Construction, \$148,626, Recreational Trails funding	Plan - Add to Plan, \$160,626	Exempt
384		Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road).	Lou. Metro PW	TIP - Add to TIP, FY 2009 Design \$312,000 federal STP-Urban		Open to public date is 2015. Already in AQ analysis
1477	00389.00	I- 64/I-264	Reconstruct I-264 (Shawnee Expressway) northbound ramp to westbound I-64 increasing the number of lanes from 1 to 2.	KYTC	TIP - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane." Move 2007 Construction to 2009 and increase to \$3,500,000, IM funds.	PLAN - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane."	Remove the additional ramp lane.

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KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1485	271.00	I-265 / KY 146	Improve I-265/KY 146 (LaGrange Road) interchange as recommended by KIPDA's interchange study including: (1) the addition of 1 receiving lane on the I-265 south on-ramp and (2) the extension of 1 northbound lane on KY 146 from Kroger to Reamers Road.	KYTC	Change description to "Improve the I-265 / KY 146 (LaGrange Road) interchange by: (1) extending 1 NB travel lane on KY 146 from Kroger to Springs Station Road and (2) extending 1 SB KY 146 left-turn lane for access to SB I-265." ; Move 2008 construction to 2009 and decrease to \$1,440,000; Add 2008 Design \$250,000; Add 2008 ROW \$420,000; Add 2008 Utilities \$420,000; IM funds.	Change Description to match TIP change; Change open to public from 2009 to 2010.	Remove the receiving lane from the SB on-ramp and adjust the length of the extension on NB KY 146. Move to 2012 Analysis Year
1484	266	I-265 / KY 155	Improve I-265/KY 155 (Taylorsville Road) interchange as recommended by KIPDA's interchange study including the addition of 1 eastbound lane on Taylorsville Road from St. Michael's Drive to the I-265 southbound on-ramp/Taylorsville Road intersection (length approximately 0.3 miles).	KYTC	Change description to "Improve the I-265 / KY 155 (Taylorsville Road) interchange. Project will not include additional travel lanes but will include restriping to allow an additional 300' storage lane on the SB off ramp." Decrease 2008 Construction from \$1,000,000 to \$60,000 State funds.	PLAN - Change description to match TIP change.	Remove EB travel lane from analysis.
1399	902	KY 155	Construct left turn lane on KY 155 at Tucker Station Road, 0.9 mile northwest of I-265 underpass in Louisville	KYTC	TIP - Change description to "Construct left turn lane on KY 155 at Tucker Station Road and add a short section of EB travel lane on KY 155, 0.9 mile northwest of I-265 underpass in Louisville."	PLAN - change description to match TIP change	Add an EB travel lane on KY 155
1581	0	KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Dr. to Ruckriegel Pkwy.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$33,280 fed., FY 2010 Const. \$354,765 fed. STP-Urban funds.	PLAN - Add to Plan, \$486,000. Exempt per 93.126	Exempt
1545		KY 2845	Realign intersection of KY 2845 (Manslick Rd.) and Pennsylvania Run Rd.	KYTC	TIP - Delete project	PLAN - Delete project	Remove project.
1573	0	LaGrange Streetscape	Streetscape beautifications including sidewalks, curb & gutter, decorative lighting, landscaping and street furnishings along KY 53/Main St. in downtown LaGrange.	LaGrange, City of	TIP - Add project to TIP. FY 2009 Construction, \$354,400 federal, \$443,000 total, TE funds.	PLAN - add project to Plan, \$443,000. Exempt per 93.126	Exempt
1574	0	Louisville Bikeways Striping and Signage	Fill gaps in existing bike lane network, enhance safety of existing roadways by installing thermoplastic "shared lane" markings and associated signage.	Lou. Metro PW	TIP - add project to TIP; FY 2009 Construction, \$100,400 federal, \$125,500 total, CMAQ funds.	PLAN - Add project to Plan; exempt per 93.126	Exempt
1580	0	Meyzeek Middle School Safe Routes to School	Funding will provide for safer crosswalks, better lighting, installation of curbs, and a reconfigured student drop-off plan at Meyzeek Middle School.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Const. \$170,000 Safe Routes to School funds.	PLAN - Add to Plan, \$170,000.	Exempt
1575	0	North Oldham Campus Safe Routes to School	Project includes planning, design and construction of two trails totaling 4,000 ft long, and also includes educational programs focusing on bike and pedestrian safety.	Oldham Co. PW	TIP - Add project to TIP, FY 2009 Construction, \$192,000 Safe Routes to School funds, \$240,000 total:	PLAN - add project to Plan \$240,000. Exempt per 92.126	Exempt

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KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle & Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Lou. Metro DPDS	TIP - Add Construction to 2011 \$2,024,755 federal, STP-Urban funds.		Exempt
1576	0	Sanders Elementary Safe Routes to School	Funding will provide improvements around Sanders Elementary School for a multi-use trail, lighting, signage and landscaping. Funding will also be used to widen and repair an existing route to school on the northern edge of campus.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Construction, \$25,000 Safe Routes to School funds;	PLAN - Add to Plan, \$25,000	Exempt
1401	00442.00	Seneca Loop Extension East & West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Lane, Dutchman's Lane and KY 155 (Taylorsville Road); West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Road and Grinstead Drive and Beargrass Trail entrances.	Lou. Metro DPDS	TIP - Move 2010 Construction to future; STP-Urban funding.		Exempt
1577	0	University of Louisville Cycling, Wayfinding, Shuttle	Installation of wayfinding/directional signs, bicycle/pedestrian terminals, streetscaping, and Campus Shuttle funding for the U of L Belknap Campus	Univ. of Louisville	TIP - Add to the TIP, FY 2008 Const. \$1,810,000 CMAQ funds, \$2,262,500 total.	PLAN - Add to the Plan, \$2,262,500	Exempt
1578	0	UPS Biodiesel Initiative	Purchase of a 5000 gallon fuel truck, a 40,000 gallon storage tank, and monitoring equipment at the UPS Worldport location	APCD	TIP - Add to the TIP, FY 2008 Const. \$515,000 CMAQ funds, \$643,750 total.	PLAN - Add to Plan, \$643,750	Exempt
1579	0	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown	Jeffersontown, City of	TIP - Add to the TIP, FY 2008 Const. \$320,000 CMAQ funds, \$400,000 total.	PLAN - Add to Plan, \$400,000; Exempt per 93.126	Exempt
1582	0	Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Rd. to Old Taylorsville Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$16,640 fed., FY 2011 Const. \$197,976 fed. STP-Urban funds;	PLAN - Add to Plan, \$268,270. Exempt per 93.126	Exempt
1583	0	Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Pkwy. To Maple Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$36,608 fed., FY 2010 ROW \$84,672 fed., FY 2010 Util. \$86,528 fed., FY 2011 Const. \$206,975 fed., STP-Urban funds.	PLAN - Add to Plan, \$518,479	Add project to 2012 analysis year.
1584	0	Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Rd. to Grand Ave.	Jeffersontown, City of		Plan - Add to Plan, \$553,000. Open to public in 2015.	Add project to 2020 analysis year.

**Air Quality Analysis Documentation  
for Amendment of the  
Horizon 2030 Transportation Plan**

**September 11, 2008**

## AIR QUALITY CONFORMITY

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The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties in Kentucky. Much of this area coincides with an air quality maintenance area and/or an air quality nonattainment area. The Louisville 8-hour ozone maintenance area consists of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. In June 2004, it was designated as a basic nonattainment area under the 8-hour standard for the pollutant ozone. The area was redesignated as an attainment area with a maintenance status during July, 2007. The Louisville fine particulate matter (PM 2.5) nonattainment area consists of Clark and Floyd counties and the Madison Township of Jefferson County, IN, and Bullitt and Jefferson counties, KY. In April 2005, it was designated as a nonattainment area under the PM 2.5 standard (based on average annual concentration).

KIPDA is amending *Horizon 2030*, the long range transportation plan and the FY 2007 – FY 2011 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 both the 8-hour ozone standard and the annual PM 2.5 standard.

### CONFORMITY UNDER THE 8-HOUR OZONE STANDARD

Subsequent to being designated as nonattainment of the 8-hour ozone standard and prior to being redesignated as attainment of the standard, the Louisville area relied on the use of interim tests to demonstrate conformity. These tests had been established during a 2004 update to the federal conformity rule. Interim tests are used between the time an area is designated as nonattainment and the time motor vehicle emission budgets (MVEBs) are established. The MVEBs limit the amount of a pollutant or precursor that can be emitted.

When the local area was designated as nonattainment of the 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. Since the Louisville nonattainment area is a bi-state area, these sets of the actions to reduce precursor emissions were to be incorporated into the Indiana and Kentucky State Implementation Plans (SIPs). Originally, the plans including these sets of action were to be included in an attainment demonstration,

which would show how the local area would reach the standard. While these plans were being developed, the data from the air quality monitors in the area indicated that the 8-hour ozone standard had been met. With this data in hand, the air quality agencies were able to submit a redesignation request instead. The establishment of the MVEBs was one of the components of the redesignation request. Since the MVEBs were included in the redesignation request for ozone, the MVEBs are established for its precursors, volatile organic compounds and oxides of Nitrogen.

## CONFORMITY UNDER THE PM 2.5 STANDARD

In April 2005, when the local area was designated as being in nonattainment of the fine particulate matter standard, there were no previous budgets. In addition, there were no counties which had been previously divided on an attainment/nonattainment basis for the PM 2.5 standard. The counties which were designated as nonattainment under the PM 2.5 standard were all designated in their entirety with the exception of Jefferson County, IN which had not been previously designated as nonattainment for any pollutant.

During 2005, along with the designation of PM 2.5 nonattainment areas, EPA promulgated an update to the federal conformity rule (40 CFR 93). This update established new interim tests to be applied when an area sought to determine conformity after being designated as nonattainment under the PM 2.5 standard and before SIPs were developed establishing new budgets for PM 2.5 and its precursors.

## CONSULTATION FOR THE AMENDMENT OF *HORIZON 2030*

The first step in determining conformity of *Horizon 2030* was to consult with the interagency consultation (IAC/ICG) partners concerning matters not explicitly determined by the conformity rule. Since conformity under both the 8-hour ozone and PM 2.5 standards had been previously determined, many of the issues normally arising in conformity had already undergone consultation. Since these issues were not raised during consultation this time, the portions of the analysis involving those issues were accomplished consistent with established practice. The initial consultation involved a review of the following items:

- (a) important dates in the schedule for the amendment;
  - September 15 -- Public Review begins.
  - October 8 -- Action by the Transportation Technical Coordinating Committee
  - October 23 -- Action by the Transportation Policy Committee
  - October 24 -- Documentation sent to review agencies for federal

## conformity determination

- (b) a draft list of projects/project changes—see accompanying list of project changes;
- (c) the horizon year of the transportation plan—2030;
- (d) the proposed conformity test methodology/ies and analysis years—see the discussion below and the ESTABLISHED PRACTICE section;
- (e) the pollutant(s)/precursor(s) of concern and the motor vehicle emissions budget(s), if applicable—see tables 2 and 4 at the end of the report;
- (f) information concerning changes to the inputs for the travel demand model and the approved emissions model—see accompanying list of project changes; and
- (g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

### Issues

#### Analysis Years and Conformity Tests

There was some discussion of the analysis years and conformity tests proposed by KIPDA staff. With the exception of adding 2009 as an analysis year, the proposal was based on established practice. The addition of 2009 as an analysis year was done to return to the practice established prior to the previous regional emissions analysis and to have a common set of analysis years for the ozone and PM 2.5 portions of the analysis. (See additional discussion under ESTABLISHED PRACTICE.)

**Conclusion: The IAC/ICG members accepted the recommendations of KIPDA staff concerning proposed analysis years and conformity tests.**

#### Discussion of Project Changes

There was some discussion of the project changes. As a result of this discussion, there were some changes made to the original list of project changes proposed for inclusion in the amendment. With respect to the way the project changes were reflected in the regional emissions analysis, the recommendations of KIPDA staff were accepted.

**Conclusion: The IAC/ICG members accepted the recommendations of KIPDA staff concerning the incorporation of the project changes into the regional emissions analysis.**

## ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed 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 in the following section.

### Issues affecting both Ozone and PM 2.5

#### Source of Bullitt County and Oldham County VMT and Speeds

Originally, the Kentucky Transportation Cabinet (KYTC) had provided the VMT and speeds to be used in estimating pollutant emissions for Bullitt and Oldham counties in the analyses supporting conformity determinations. During 2006, it was mentioned that the KIPDA travel model included those counties. As a consequence, it was stated that KIPDA should supply that information starting with the next conformity analysis, and KIPDA agreed to do this. KIPDA has provided this data since that time.

**Conclusion: The established practice is that KIPDA will provide VMT and speed information to the Kentucky Division for Air Quality (KYDAQ) for the determination of emission estimates for Bullitt and Oldham counties.**

#### Analysis Years and Conformity Tests

Motor Vehicle Emissions Budgets (MVEBs) for the 8-hour ozone standard were approved by EPA in July, 2007. The MVEBs were for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). The Federal Register notice can be found at 72 FR 36601. The budgets are shown in Table 2 at the end of this document. Since there are MVEBs for the ozone precursors, the conformity rule requires that ozone analyses be done for the attainment year and the last year of the transportation plan. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

Since there are not MVEBs available for PM 2.5 and its precursor (oxides of Nitrogen), the conformity rule requires that PM 2.5 analyses be done for the last year of the transportation plan and for a year within five years of the present. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

As discussed in the CONSULTATION section, the recommendation was made to add 2009 back to the set of analysis years. Otherwise, the established practice

was continued. The addition of 2009 as an analysis year was recommended to return to the practice established prior to the previous regional emissions analysis and to have a common set of analysis years for the ozone and PM 2.5 portions of the analysis. The IAC/ICG members accepted the recommendation.

The recommendation concerning the conformity tests was to continue the established practice. Since the MVEBs are available for the ozone precursors, the conformity tests can be budget tests. For the budget tests, the estimated emission levels must be less than or equal to the applicable MVEBs. For this regional emissions analysis, KIPDA staff recommended that this approach continue to be used for the ozone portion of the conformity analysis, and the IAC/ICG members accepted the recommendation.

Since there are no applicable MVEBs for PM 2.5 and NO<sub>x</sub> (as a PM 2.5 precursor), the conformity rule requires the use of an interim emission test. The interim emission test must be either of the following:

- (1) build emissions no greater than no-build emissions, or
- (2) analysis year emissions no greater than 2002 emissions.

For previous PM 2.5 conformity analyses, the 2002 baseline or “no greater than 2002” test has been used. For this regional emissions analysis, KIPDA had recommended that this approach continue to be used for the PM 2.5 conformity analysis, and the IAC/ICG members accepted the recommendation. The 2002 baseline test would be applied to the entire PM 2.5 nonattainment area for all analysis years.

**Conclusion: The established practice (with the addition of 2009 as an analysis year) is that the analysis years and conformity tests for the regional emissions analysis is as shown in the tables below.**

<b>8-hour Ozone Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2009	Budget test using the 2003 MVEBs for the 8-hour maintenance area
2012	Budget test using the 2003 MVEBs for the 8-hour maintenance area
2020	Budget test using the 2020 MVEBs for the 8-hour maintenance area
2030	Budget test using the 2020 MVEBs for the 8-hour maintenance area

<b>Annual PM 2.5 Standard</b>	
<b>Analysis Year</b>	<b>Conformity Test(s)</b>
2009	2002 Baseline test for the PM 2.5 nonattainment area
2012	2002 Baseline test for the PM 2.5 nonattainment area

2020	2002 Baseline test for the PM 2.5 nonattainment area
2030	2002 Baseline test for the PM 2.5 nonattainment area

Other PM 2.5 Issues

Pollutants and Precursors

The conformity rule requires that direct vehicle PM 2.5 from the tailpipe and brake and tire wear be analyzed. The rule also requires that oxides of Nitrogen (NOx) (one of the PM 2.5 precursors) must be analyzed unless EPA and the respective state air agency make findings that its influence is insignificant. PM 2.5 from road dust and the precursors, volatile organic compounds, oxides of Sulfur, and ammonia do not have to be considered because neither EPA nor the respective state air agency has made a finding of significance for them. PM 2.5 from construction dust does not have to be considered because there is no State Implementation Plan (SIP) indicating its influence is significant.

**Conclusion: The established practice is that only direct PM 2.5 from the tailpipe and brake and tire wear and NOx will be considered in the analysis.**

Approaches for Developing Annual Emission Estimates

As stated above, the local area was designated as nonattainment of the PM 2.5 standard because it was exceeding the annual average concentration allowed by the standard. This means that the conformity analysis will need to be based on an estimate of annual direct PM 2.5 and NOx emissions rather than an estimate of daily emissions as is used in the conformity analysis for ozone.

Four approaches were included in the guidance. They are the:

- Single-run approach,
- Two-season approach,
- Four-season approach, and
- Monthly approach.

These vary in complexity and effort. The single-run approach is the simplest, requiring the least amount of time and effort. The guidance indicated that this approach is applicable when input conditions do not vary significantly throughout the year. Other factors that were to be considered included (1) consistency with a SIP budget or base year emissions, (2) availability and quality of seasonal or monthly data, and (3) resource implications.

To help assess the applicable factors, sensitivity analyses performed for other areas were reviewed by the IAC/ICG members during previous consultations. During the discussion of these analyses, the difficulty of finding representative values for some MOBILE 6 inputs was debated. (See also the section concerning MOBILE 6

inputs.) After the discussion, the recommendation to the IAC was to continue the use of the single-run approach as the established practice.

**Conclusion: The established practice is to use the single-run approach for calculating annual direct PM 2.5 and NOx emissions.**

#### CONFORMITY OF *HORIZON 2030*

The long-range plan, *Horizon 2030*, was examined to determine if it meets the requirements of the conformity rule under both the 8-hour ozone standard and the annual PM 2.5 standard. In general, examinations for conformity have two major components:

- (1) an air quality (regional emissions) analysis to determine that air pollutant emissions do not exceed the budgets (for ozone) set in the SIPs or the emission levels for a given base year such as 2002 (for PM 2.5); 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 *Horizon 2030* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

In general, the calculation of the regional emissions for 2002 and the analysis years involved three steps. First, the VMT and speeds were determined. Second, the MOBILE 6.2 emissions model was used to determine the emission factors for the pollutants and precursors. Third, the VMT was multiplied by the emission factors to determine the emissions for each county. The use of these three steps in Bullitt and Oldham counties and the Madison Township of Jefferson County (IN) varied slightly from their use in Clark, Floyd, and Jefferson (KY) counties, but essentially the same steps were undertaken for all portions of the nonattainment areas. The details of their use are discussed in the Regional Emissions Analysis section below.

#### KIPDA TRAVEL DEMAND MODEL

The KIPDA travel demand 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 consists of Clark and Floyd counties, and 0.1 square miles in Harrison County, IN, and Bullitt, Jefferson, and Oldham counties, KY. This area is divided into 807 smaller units called traffic analysis zones.

Most of the KIPDA travel demand model was updated and calibrated during 2004-2005. This update established 2000 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, information from the 2000 Census, the 2000 KIPDA Household Travel Survey, and the 2004 on-board survey of transit riders by the Transit Authority of River City was also incorporated. During the update, the model parameters were adjusted such that the model output matched—within reason—three main calibration criteria based on measured data. These criteria were: (1) daily VMT for all highway facilities except local roads for the region; (2) the distribution of trip lengths (duration in time); and (3) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which replicated travel in the Louisville area for 2000. The updated travel model was used in the regional air quality analysis.

The KIPDA travel demand 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 48 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. 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 and utilizes different trip rates for each. 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.

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. The friction factors used in the gravity model were developed as part of the calibration effort performed during the model update. In addition, information from a study which investigated the behavior of travelers crossing the Ohio River and traffic count information from 2000 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.

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 the previous KIPDA travel demand model, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study*. 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 *Horizon 2030* utilizes transit information from the previous travel demand model. The results of the 2004 TARC on-board survey were used to supplement the previous information. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Horizon 2030* 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 transit trip information from the previous travel model did not change significantly 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 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 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 volumes averages 1 percent or less.

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 VMT. The VMT can be calculated as the product of the volume of traffic using a link times the distance 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 year of the 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 2000. 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 2000 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 2000 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 PM 2.5 analysis is based on annual traffic and the accompanying annual emissions. Therefore, the adjustment factors for that analysis were not increased; rather they were based on 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: (1) the equations of the Highway Economic Reporting System (HERS) and (2) the use of data from the Automatic Continuous Traffic Recorders (ATRs) of the Kentucky Transportation Cabinet (KYTC) for 2001-2002.

The HERS equations were used to estimate speeds on 402 sections of urban roadways for five functional classifications. The speeds from these roadway sections were used to determine the average speed for each of five functional classes. The speeds used in the travel model were also averaged for each urban functional class. The speed adjustment factor for each urban functional class was calculated as the ratio of the average speed using the HERS equations to the average speed using the travel model data.

The KYTC ATR data was used to estimate speeds on 84 sections of rural roadways for four functional classifications. The speeds from these roadway sections were used to determine the average speed for each of four functional classes. The speeds used in the travel model were also averaged for each rural functional class. The speed adjustment factor for each rural functional class was calculated as the ratio of

the average speed using the ATR data to the average speed using the travel model data.

The procedures described above produced speed adjustment factors for all functional classes except rural minor collectors and 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 the rural minor collectors and rural and local roads, the speed adjustment factor of the next higher functional class was used. For ramps, the speeds in the travel model were used without adjustment (i.e. the speed adjustment factor for ramps = 1).

## MOBILE 6.2 EMISSION FACTOR MODEL

In addition to the VMT, emission factors are the other component in calculating emissions. As previously mentioned, the Louisville region is a nonattainment area for the pollutants ozone and PM 2.5 and must therefore control direct PM 2.5 and the precursors of ozone and PM 2.5, VOCs and NOx. The emission factors for VOCs, NOx, and PM 2.5 were determined using the MOBILE 6.2 emissions model. The Louisville Metro Air Pollution Control District (APCD) produced the emission factors for Clark and Floyd counties, IN and Jefferson County, KY. The emission factors and emission estimates for Bullitt and Oldham counties, KY were developed by the Kentucky Division for Air Quality (KYDAQ). The emission factors and emission estimates for the Madison Township of Jefferson County, IN were developed by Dean Englund, a consultant for the Indiana Department of Transportation (INDOT). The procedures used in calculating these emission estimates are discussed below.

There are a number of factors affecting the emission factors developed from the MOBILE model. These factors include the fuel used by the vehicles driven in each county, and until recently, the presence of inspection/ maintenance (I/M) programs in some of the counties. In the past, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles which 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 were modeled as being in existence in 2002 but not for the other analysis years. The fuels which are used in Clark, Floyd, and Jefferson counties include reformulated gasoline (RFG) and reduced Reid vapor pressure gasoline (RVP). Unregulated gasoline is used in the new nonattainment areas of Bullitt and Oldham counties and the areas adjacent to the nonattainment area, and vehicles from these areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. The emission factors for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis vary 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. The assumptions used in developing the composites 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, and for Jefferson County (KY), the assumptions of the APCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emission factors for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the updated VOC and NO<sub>x</sub> budgets (in 2003) with a few exceptions where newer data was incorporated during October, 2004. The changes made in October, 2004 which affected the VOC and NO<sub>x</sub> emissions were:

- (1) the incorporation of the new vehicle registration data for Clark and Floyd counties (provided by IDEM),
- (2) the development and use of new vehicle registration data for Jefferson County (KY), and
- (3) the use of arterial emission factors with VMT for rural local roads.

The first two of these changes were direct inputs to the MOBILE model. In addition, they were used with other available data to adjust the VMT mix input to the MOBILE model. As previously mentioned, the new vehicle registration for Clark and Floyd counties was made available to APCD from IDEM through KIPDA. The new vehicle registration data for Jefferson County was developed using information collected by the local I/M program (known as the Vehicle Emissions Testing or VET program) through January, 2003. This data was based primarily on 2002 data, which was the last full year the VET was in operation.

The third change did not affect the emission factors from the MOBILE model but rather their application. MOBILE recognizes four facility types of roadways—freeways, arterials, local roads, and ramps. The previous practice was to use local road emission factors for VMT for local roads. However, the emission factors for local roads were restricted to only one speed, which EPA has recently judged to be inappropriate for rural local roads. The recent EPA guidance has recommended that arterial emission factors for the appropriate speed or speed bin be used with local road VMT, and this recommendation was incorporated into the analysis in 2006.

The emission factors for Bullitt and Oldham counties were developed by KYDAQ. KYDAQ used the more traditional approach to developing emission factors. Most of the inputs to the MOBILE 6 model were defaults and/or data used in previous SIPs. Neither the maintenance nor the new nonattainment portions of Bullitt and Oldham counties has an I/M program. So it was not necessary to have I/M input information for MOBILE 6. However, reformulated gasoline (RFG) is required for the maintenance portions of Bullitt and Oldham counties while unregulated gasoline is used in the new

nonattainment areas of the two counties. Input data was provided to the MOBILE 6 model to reflect this difference. KYDAQ received VMT and speed information by functional class from KIPDA. Using the representative speed provided by KIPDA, KYDAQ developed an emission factor for each functional classification for each portion of the counties.

As with the emission estimates and factors developed for Clark, Floyd, and Jefferson counties, the assumptions used for Bullitt and Oldham counties were the same as those for the 2003 budget updates with a few exceptions. The exceptions were that new VMT and speed estimates had been developed for the recent update of *Horizon 2030*, and these were used.

The PM 2.5 emission factors for the Madison Township of Jefferson County, IN were developed by Dean Englund, a consultant for the Indiana Department of Transportation (INDOT). Mr. Englund used an approach to developing emission factors that was similar to the method used by APCD. However, since there is no travel model for Madison Township, determining the origin of the travel in that township required another source of information. Mr. Englund based his estimates of the origin of tripmaking (and therefore gasoline specifications and the presence/absence of I/M programs) on data from 2000 Census. In addition, other data was "borrowed" from the Floyd County data developed by APCD. This data was adjusted to account for conditions typical of the Madison Township (e.g. no freeways or ramps). The result was that four (five for 2002) combinations of emission factors were generated to account for the various categories (based on trip origin and associated gasoline and/or I/M program) of VMT.

## AIR QUALITY ANALYSIS PROCEDURES

The air quality analysis involved three steps. The first step was to review the projects to determine which projects were "regionally significant" and needed to be included in the regional emissions analysis and to have this list of projects reviewed and accepted by the IAC/ICG. The second step was to develop estimates of travel behavior. The final step was to calculate the emissions associated with the travel. The second and third steps collectively are the Regional Emissions Analysis. Each of these steps is discussed below in greater detail.

### Project Review

The first step involved determining which transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the development of *Horizon 2030*, a group of projects have been proposed for the plan, reviewed by conformity partners, and incorporated into the plan. The projects reviewed since the previous conformity determination were discussed in the

section concerning consultation. The discussion below concerns projects in *Horizon 2030* previous to this amendment.

As in prior plans, some of the projects in *Horizon 2030* have been excluded from the regional emissions analysis. 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. In addition, a few projects were excluded from the regional emissions analysis due to a lack of sufficiently detailed information. They include:

1. Transportation System Management (TSM) Projects

Incident Management Program:

This project involves providing the motorist with information concerning lane closures, due to accidents, construction, etc., which reduce the capacity of the facility. At this time, the route for diversion is totally at the discretion of the motorist. Therefore, there is insufficient information to quantify the emission impacts using the travel demand model approach.

Spot Improvements:

This is a funding mechanism for undetermined intersection improvements which would have minimal air quality impacts. No projects with air quality impacts are currently proposing use of these funds.

2. TSM Corridors

A group of corridors was identified for improvements utilizing TSM. At this point, sufficient detail is lacking for inclusion in the air quality conformity analysis.

3. Roadway Projects

I-264 / Muhammad Ali Blvd./ River Park Dr. interchange:

At this point, sufficient detail is lacking for inclusion of this project in the air quality conformity analysis.

These projects continue to be excluded from the regional emissions analysis.

Regional Emissions Analysis

As previously mentioned, the procedures in Bullitt and Oldham counties and the Madison Township of Jefferson County (IN) varied slightly from those used in Clark, Floyd, and Jefferson (KY) counties. In addition, there were three projects which could not be analyzed using the travel model. These were evaluated using spreadsheet methods. The procedures for each portion of the nonattainment area and for the other projects follow.

The emission estimates for Clark and Floyd counties, IN and Jefferson County, KY were determined in the following manner. First, the KIPDA travel demand forecasting model was used to estimate travel behavior in the region. Second, the output from the travel model was adjusted using the adjustment factors discussed previously, and the adjusted VMT was placed in five miles per hour speed bins compatible with the MOBILE emission factor model. Third, the VMT in each of the speed bins was multiplied by the appropriate MOBILE emission factor to determine the emission levels for VOCs, NO<sub>x</sub>, and PM 2.5. It should be noted that the second (adjusting the travel model output) and third (calculating the emissions) steps were done separately for the 8-hour ozone and PM 2.5 analyses. As previously noted, the adjustment factors for the 8-hour ozone analysis were 2.9% larger than the adjustment factors for the PM 2.5 analysis. This resulted in slightly different VMT levels and slightly different distributions when the VMT was placed in the speed bins. In addition, the PM 2.5 emissions were initially calculated as daily emissions. Therefore, they were converted to annual emissions by multiplying by 365 days/year.

Two projects in Clark and Jefferson counties could not be included in the travel model. These two projects were the Louisville Traffic Signal Improvement Program (in Jefferson County) and TARC's new and restructured transit service (in Clark and Jefferson counties). Estimates of the emission reductions of these projects were developed using spreadsheet methodologies. The emission reductions from these projects are minor and were included in the calculation of the emissions for Clark and Jefferson counties, where appropriate.

The emission estimates for Bullitt and Oldham counties were developed by the KYDAQ in the following manner. The KIPDA travel model was the source of the VMT and speed estimates. However, for Bullitt and Oldham counties, the results of the travel model efforts were summarized into total VMT and an average speed for each functional classification. This information was provided for each county for each of the analysis years. For the ozone portion of the analysis, the VMT for each class was divided into an estimate of the VMT in the portion of the county which was required to have RFG and an estimate of the VMT in the portion of the county which is not required to have RFG. As previously mentioned, KYDAQ developed an emission factor for each functional classification for each of the counties. For each functional class, the two VMT estimates were each multiplied by the appropriate emission factor to determine the emission estimate for that class and portion of the county. The emissions for the various functional classes were summed for each portion for each county. For the PM 2.5 portion of the analysis, a similar procedure was used. However, since Oldham County was not in the PM 2.5 nonattainment area, the emission estimates were only calculated for Bullitt County.

One project in Bullitt County could not be included in the travel model. This project was the relocated (southern) section of US 31E discussed above in the section

concerning consultation. Estimates of the VMT for this project were developed using a spreadsheet approach. The VMT estimates were the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County (0.18 miles). The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the emission estimates were estimated as described in the previous paragraph and included in the overall emission estimates for Bullitt County.

The PM 2.5 emission estimates for the Madison Township of Jefferson County, IN were developed by Mr. Englund in the following manner.

- (1) Emissions are modeled on a countywide basis.
- (2) VMT within each county is identified by source (origin) county.
- (3) The proportion of each source county's VMT of total county VMT is used to weight emission factors reflecting control and fuel programs for that source county.
- (4) The weighted, composite emission factors are applied to total county VMT to calculate criterion pollutant burdens for that county.

The VOC, NO<sub>x</sub>, and PM 2.5 emission values were summed to determine the emission totals for each pollutant for the appropriate geographic areas. The calculation of the VOC and NO<sub>x</sub> summer daily emission totals allowed for comparison with the emission budgets in the Indiana and Kentucky SIPs. The PM 2.5 and NO<sub>x</sub> annual emission totals for the analysis years after 2002 allowed for comparison with the 2002 totals.

## RESULTS OF THE ANALYSIS

The transportation plan, *Horizon 2030*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky. The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate area did not exceed the budgets set in the SIPs or 2002 emission levels.

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 and PM 2.5 are discussed below.

### 8-hour Ozone Analysis

The transportation plan, *Horizon 2030* has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky. The examination has been based on an air quality analysis to determine that the ozone precursor emissions of the 8-hour maintenance area did not exceed the budgets set in the SIPs.

The regional emissions analysis was conducted to provide estimates of the levels of emissions of volatile organic compounds (VOCs) and oxides of Nitrogen (NOx) for the various scenarios. These emission levels were then compared to the budgets in the eight-hour ozone maintenance SIPs to determine if the conformity tests agreed to during consultation were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2009, 2012, 2020, and 2030, the summer weekday VOC and NOx emission levels for the 8-hour maintenance area are less than the emission budgets established in the 8-hour maintenance SIP.

#### PM 2.5 Analysis

The transportation plan, *Horizon 2030* has been examined to determine if it is in conformity based on the federal conformity rule. The applicable sections of the rule relate to PM 2.5 nonattainment areas where a PM 2.5 SIP has not been developed. The examination has been based on an air quality analysis to determine that the 2009, 2012, 2020, and 2030 emission levels for the PM 2.5 nonattainment area were less than 2002 emission levels.

The regional emissions analysis was conducted to provide estimates of the levels of emissions of fine particulate matter (PM 2.5) and oxides of Nitrogen (NOx) for the various years. These emission levels for the years after 2002 were then compared to the emission levels in 2002 to determine if the conformity tests agreed to during consultation were passed.

The results of the regional emissions analysis are summarized in Tables 3 and 4. Table 3 shows the annual vehicle-miles-traveled from the analysis. Table 4 shows that for 2009, 2012, 2020, and 2030, the annual PM 2.5 and NOx emission levels for the local PM 2.5 nonattainment area are less than those for 2002.

#### Conclusions – 8-hour Ozone and PM 2.5

The regional emissions analysis of the projects in *Horizon 2030*, as amended, indicates that the 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 Table 2 indicates that *Horizon 2030* has met the requirements of conformity under the 8-hour ozone standard. The effect of the results shown in Table 4 indicates that *Horizon 2030* has met the requirements of conformity under the PM 2.5 standard. In summary, it can be concluded that *Horizon 2030* conforms to the SIPs and meets the requirements of the federal conformity rule.

**TABLE 1**

<b>SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA</b> (in 1000's of vmt/day)			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>6519</b>	<b>24182</b>	<b>30701</b>
<b>2009</b>	<b>7476</b>	<b>26768</b>	<b>34244</b>
<b>2012</b>	<b>7986</b>	<b>28088</b>	<b>36074</b>
<b>2020</b>	<b>9155</b>	<b>30685</b>	<b>39840</b>
<b>2030</b>	<b>10651</b>	<b>34329</b>	<b>44980</b>

**TABLE 2**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)</b>				
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2009</b>	<b>Regional</b>	<b>25970</b>	<b>53234</b>	<b>YES</b>
<b>2012</b>		<b>21154</b>	<b>37523</b>	<b>YES</b>
<b>2020</b>		<b>14622</b>	<b>17020</b>	<b>YES</b>
<b>2030</b>		<b>14520</b>	<b>14615</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

2009 and 2012 Regional emission levels for VOCs must be below the maintenance plan emission budget of 40.97 tons/day or 37,168 kg/day.

2009 and 2012 Regional emission levels for NOx must be below the maintenance plan emission budget of 95.51 tons/day or 86,647 kg/day.

2020 and 2030 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020 and 2030 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46.13 tons/day or 26,726 kg/day.

**TABLE 3**

<b>ANNUAL AVERAGE DAILY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)</b>			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>2495</b>	<b>8089</b>	<b>10584</b>
<b>2009</b>	<b>2861</b>	<b>8912</b>	<b>11773</b>
<b>2012</b>	<b>3054</b>	<b>9344</b>	<b>12398</b>
<b>2020</b>	<b>3499</b>	<b>10132</b>	<b>13631</b>
<b>2030</b>	<b>4068</b>	<b>11271</b>	<b>15339</b>

**TABLE 4**

<b>ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)</b>			
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>			
<b>YEAR</b>	<b>PM 2.5</b>	<b>NOx</b>	<b>PASS</b>
<b>2002</b>	<b>478</b>	<b>32163</b>	<b>-----</b>
<b>2009</b>	<b>305</b>	<b>18328</b>	<b>YES</b>
<b>2012</b>	<b>240</b>	<b>12840</b>	<b>YES</b>
<b>2020</b>	<b>188</b>	<b>5704</b>	<b>YES</b>
<b>2030</b>	<b>203</b>	<b>4867</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

The emission levels for 2009, 2012, 2020, and 2030 must be no greater than those for 2002.



## Interagency Consultation Conference Call

August 28, 2008  
9:30 am EDT

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

### Participants

EPA, Region 4	-- Lynorae Benjamin, Dianna Smith
FHWA-KY	-- Bernadette Dupont, Greg Rawlings
IDEM	-- Brian Callihan, Gale Ferris, Shawn Seals
INDOT	-- Frank Baukert
KYDAQ	-- Joe Forgacs
KYTC	-- Tom Koos, Jessie Mayes, Amy Thomas
LMAPCD	-- Craig Butler
KIPDA	-- Mary Lou Hauber, Randy Simon, Andy Rush, Harold Tull

### Background

Recently, KIPDA staff have undertaken the steps necessary to amend the Transportation Improvement Program (TIP). During the process, KIPDA staff sought and received information concerning project changes. Some of the project changes necessitated an amendment of the long range transportation plan (TP). After receiving information about the project changes, KIPDA staff distributed it—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) along with recommendations about how these changes should be incorporated into the regional emissions (air quality) analysis for the TP amendment. (The TP amendment is including all changes necessary to support the TIP amendment. The TIP is to be a subset of the TP such that conformity for the TP will provide for conformity for the TIP.)

### Discussion of Issues

1. KYTC staff raised the issue of project cost estimates being in year-of-expenditure dollars and asked if that issue had been resolved. The response was that the project cost estimates are now in year-of-expenditure dollars. So the issue had been resolved.
2. EPA, R4 staff inquired about the tests which will be used to demonstrate conformity. KIPDA staff referred to one of the attachments sent with the e-mail announcing the conference call. That attachment included tables

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Kentucky Designated Area Agency on Aging

indicating that budget tests would be used for the ozone precursors (8-hour ozone standard) and that 2002 baseline tests would be used for PM2.5 and its precursors (annual PM2.5 standard).

EPA, R4 staff offered some comments concerning the choice of analysis years. KIPDA staff explained that the specific analysis years were chosen to maintain consistency with previous analyses and therefore, to reduce the effort required for this analysis.

3. A KYTC staff member noted the number of changes in the KYTC projects and inquired whether the changes had come from the 2008 Highway Plan. When told that the answer was "yes", the staff member indicated that there was some question as to whether the 2008 Highway Plan was "finalized" (as opposed to a draft document). The staff member went to check on the appropriateness of using information from the 2008 Highway Plan as the basis for the project information used in the amendment. A question arose as how to handle any changes resulting from the inquiry. FHWA-KY staff suggested that KIPDA staff e-mail any changes to the IAC/ICG.

KIPDA staff requested that any changes be provided by the afternoon of August 28. KIPDA staff indicated that the travel demand forecasting portion of the analysis was to begin that afternoon. Other than the issue discussed above, KIPDA staff did not receive any comments concerning the air quality analysis recommendations. The documentation will be distributed as part of the public review process.

The conference call adjourned.

**MEMORANDUM**

Kentucky  
Member  
Counties

TO: Transportation Policy Committee

FROM: Mary C. Hauber

Bullitt

DATE: October 15, 2008

Henry

SUBJECT: Amendment of the FY 2007 – FY 2011 Transportation Improvement Program

Jefferson

Oldham

Shelby

KIPDA has been requested by project sponsors to amend the FY 2007 – FY 2011 Transportation Improvement Program (TIP) to include the project changes shown in the highlighted column on the attached list. This project information was sent to you on October 6, 2008 for your advance review.

Spencer

Trimble

Indiana  
Member  
Counties

These projects are either currently included or proposed for amendment into the Horizon 2030 Transportation Plan. This project information was made available for public review from September 15 through September 29 at public libraries and on the KIPDA website. Public open houses were held on September 23 from 10:00 am – 2:00 pm at KIPDA and at the main branch of the Louisville Free Public Library from 4:00 pm – 7:00 pm. No comments were received. The projects were also examined by the Inter-agency Consultation Group for conformity issues and the minutes of that meeting are included in this packet with Agenda Item #6, the Horizon 2030 Transportation Plan amendments.

Clark

Floyd

**Action is requested.**

Equal  
Opportunity  
Employer

**Amendment 11 of Horizon 2030 Transportation Plan  
Amendment 4 of FY 2007 - FY 2011 Transportation Improvement Program  
October 2008**

KIPDA ID	State ID	Project Name	Description	Primary Contact Agency	Description of TIP Amendment	Description of Plan Amendment	Effect in AQ Analysis
<b>Indiana Projects</b>							
1572	0	Brown Station Way	Reconstruction of Brown Station Way from Randolph Ave. to existing bridge over Silver Creek, a distance of approx. 1.7 miles (no additional lanes proposed). Scope includes the rehabilitation of an existing pedestrian overpass.	Clarksville PW		PLAN - Add project to Plan, \$4,050,000.	Exempt
1571	0710592	IN 60	Reconstruct and widen the bridge deck on IN 60, 1.97 miles west of IN 311. Lane will be added to the bridge deck to connect with the added lanes at intersections on each end of the bridge, St. Joe Rd. East and St. Joe Rd. West. St. Joe Rd. East and St. Joe Rd. West intersections are located approx. 1,580 ft apart.	INDOT	TIP - Add to TIP, FY 2008 PE \$25,000, FY 2009 ROW \$21,000, FY 2010 Const \$210,000 STP-State funding.	PLAN - Add project to Plan, \$256,000	Add project to 2012 analysis year.
1586		IN 111	Reconstruct IN 111 (Grantline Rd.) as a 2 lane road (no additional travel lanes) from McDonald Ln. south to Beechwood Ave. for a distance of 1.1 miles.	New Albany	TIP - Add to TIP, FY 2009 PE \$300,000 federal and \$375,000 total; FY 2011 ROW \$200,000 federal and \$250,000 total; STP-Urban funding.	PLAN - Add project to Plan, \$3,550,000.	Exempt
316	9902920	IN 111	Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. Approximately 1.7miles.	INDOT	TIP - Change description from "Widen IN 111 (Grant Line Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from Beechwood Ave. to Cherokee Dr. & from 2 to 5 lanes (5th lane will be a center turn lane) from Cherokee Dr. to Mt. Tabor Rd. " to "Widen IN 111 (Grant Line Rd.) from 2 to 5 lanes from McDonald Ln. to Mt. Tabor including the construction of a railroad grade separation at the CSX RR near Pillsbury Lane. "	PLAN - Change Description same as TIP change	Replace 3-lane section from Beechwood Ave to Cherokee Drive with 2 lanes and replace 5- lane section from Cherokee Drive to McDonald Ln. with 2 lanes.
1587		Paoli Pike Intersection Improvements	Intersection improvements to the intersections of Paoli Pike and Scottsville Rd. and Paoli Pike and Buffalo Trail, adding turn lanes.	Floyd County	TIP - Add to TIP, FY 2009 D, ROW, & Construction \$250,000 federal and \$312,500 total; FY 2010 D,ROW, Construction \$230,000 federal and \$287,500 total; CMAQ funds	PLAN - Add project to Plan, \$600,000	Exempt per 93.127
1588		State St. Corridor Improvements	Upgrade signalizations at 14 intersections along State Street from Main St. to I-265	New Albany	TIP - Add to TIP, FY 2009 PE \$60,000 federal, \$75,000 total; FY 2010 Const \$540,000 federal, \$675,000 total, CMAQ funding.	PLAN - Add project to Plan, \$750,000	Exempt per 93.127

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1210		Specialized Transportation Capital Assistance	Federal capital assistance grant program for social service agencies who provide transportation for the elderly & persons with disabilities.	KIPDA	TIP - FY 2008 funding for vehicle and equipment purchases for social service agencies: New Hope Services - mini van \$20,000, Type B van \$41,500; Lifespring Mental Health Services - Type C van \$43,000; LifeSpan Resources - low floor mini van \$40,000, small transit vehicle \$45,000; Rauch Inc. - small transit vehicle \$45,000; Section 5310 funds.		Exempt
<b>Kentucky Projects</b>							
1501		Bike Station Bicycle Parking Facility & Intermodal Transit Center	Construction of 1 central and 2 satellite Bike Station facilities to provide centralized, secure bicycle parking & direct connection to transit routes in the CBD and key Metro employment hubs.	Lou. Metro DPDS	TIP - Move 2009 Construction out of TIP to future. STP-Urban funding		Exempt
1192	00413.00	Broadway & 18th Street	Align intersection of Broadway & 18th Street by moving the south leg of 18th Street to the east.	Lou. Metro PW	TIP - Move Utilities from 2007 to future, move Construction from 2008 to future.		Change analysis year to 2012.
223	00404.00	Cooper Chapel Road Phase 3	Phase 3: Extend and construct 2 lane roadway from KY 864 (Beulah Church Road) to US 31E (Bardstown Road). Will incorporate sidewalks and a 10' paved shoulder.	Lou. Metro PW	TIP - Change description to "Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will incorporate sidewalks and 10' paved shoulders." Move ROW from 2007 to future	PLAN - Change description to match TIP change.	Open to public date is 2020. Modify alignment in 2020 and 2030.
1589		Historic Old Taylorsville Rd. Corridor	Construction of a bicycle and pedestrian trail from Skyview Baseball & Recreational Park to Downtown Jeffersontown and on to Veterans Memorial Park, connecting to the existing trail.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design, \$2,000, FY 2009 ROW \$10,000, FY 2009 Construction, \$148,626, Recreational Trails funding	Plan - Add to Plan, \$160,626	Exempt
384		Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road).	Lou. Metro PW	TIP - Add to TIP, FY 2009 Design \$312,000 federal STP-Urban		Open to public date is 2015. Already in AQ analysis
1477	00389.00	I- 64/I-264	Reconstruct I-264 (Shawnee Expressway) northbound ramp to westbound I-64 increasing the number of lanes from 1 to 2.	KYTC	TIP - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane." Move 2007 Construction to 2009 and increase to \$3,500,000, IM funds.	PLAN - Change description to "Reconstruct the I-64 (Shawnee Expressway) northbound ramp to westbound I-64. Project will not include an additional travel lane."	Remove the additional ramp lane.

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1485	271.00	I-265 / KY 146	Improve I-265/KY 146 (LaGrange Road) interchange as recommended by KIPDA's interchange study including: (1) the addition of 1 receiving lane on the I-265 south on-ramp and (2) the extension of 1 northbound lane on KY 146 from Kroger to Reamers Road.	KYTC	Change description to "Improve the I-265 / KY 146 (LaGrange Road) interchange by: (1) extending 1 NB travel lane on KY 146 from Kroger to Springs Station Road and (2) extending 1 SB KY 146 left-turn lane for access to SB I-265." ; Move 2008 construction to 2009 and decrease to \$1,440,000; Add 2008 Design \$250,000; Add 2008 ROW \$420,000; Add 2008 Utilities \$420,000; IM funds.	Change Description to match TIP change; Change open to public from 2009 to 2010.	Remove the receiving lane from the SB on-ramp and adjust the length of the extension on NB KY 146. Move to 2012 Analysis Year
1484	266	I-265 / KY 155	Improve I-265/KY 155 (Taylorsville Road) interchange as recommended by KIPDA's interchange study including the addition of 1 eastbound lane on Taylorsville Road from St. Michael's Drive to the I-265 southbound on-ramp/Taylorsville Road intersection (length approximately 0.3 miles).	KYTC	Change description to "Improve the I-265 / KY 155 (Taylorsville Road) interchange. Project will not include additional travel lanes but will include restriping to allow an additional 300' storage lane on the SB off ramp." Decrease 2008 Construction from \$1,000,000 to \$60,000 State funds.	PLAN - Change description to match TIP change.	Remove EB travel lane from analysis.
1399	902	KY 155	Construct left turn lane on KY 155 at Tucker Station Road, 0.9 mile northwest of I-265 underpass in Louisville	KYTC	TIP - Change description to "Construct left turn lane on KY 155 at Tucker Station Road and add a short section of EB travel lane on KY 155, 0.9 mile northwest of I-265 underpass in Louisville."	PLAN - change description to match TIP change	Add an EB travel lane on KY 155
1581	0	KY 155 Streetscape	Improve streetscape, reconstruct sidewalks and enhance landscaping from College Dr. to Ruckriegel Pkwy.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$33,280 fed., FY 2010 Const. \$354,765 fed. STP-Urban funds.	PLAN - Add to Plan, \$486,000. Exempt per 93.126	Exempt
1545		KY 2845	Realign intersection of KY 2845 (Manslick Rd.) and Pennsylvania Run Rd.	KYTC	TIP - Delete project	PLAN - Delete project	Remove project.
1573	0	LaGrange Streetscape	Streetscape beautifications including sidewalks, curb & gutter, decorative lighting, landscaping and street furnishings along KY 53/Main St. in downtown LaGrange.	LaGrange, City of	TIP - Add project to TIP. FY 2009 Construction, \$354,400 federal, \$443,000 total, TE funds.	PLAN - add project to Plan, \$443,000. Exempt per 93.126	Exempt
1574	0	Louisville Bikeways Striping and Signage	Fill gaps in existing bike lane network, enhance safety of existing roadways by installing thermoplastic "shared lane" markings and associated signage.	Lou. Metro PW	TIP - add project to TIP; FY 2009 Construction, \$100,400 federal, \$125,500 total, CMAQ funds.	PLAN - Add project to Plan; exempt per 93.126	Exempt
1580	0	Meyzeek Middle School Safe Routes to School	Funding will provide for safer crosswalks, better lighting, installation of curbs, and a reconfigured student drop-off plan at Meyzeek Middle School.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Const. \$170,000 Safe Routes to School funds.	PLAN - Add to Plan, \$170,000.	Exempt
1575	0	North Oldham Campus Safe Routes to School	Project includes planning, design and construction of two trails totaling 4,000 ft long, and also includes educational programs focusing on bike and pedestrian safety.	Oldham Co. PW	TIP - Add project to TIP, FY 2009 Construction, \$192,000 Safe Routes to School funds, \$240,000 total:	PLAN - add project to Plan \$240,000. Exempt per 92.126	Exempt

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1423		River Road Bicycle & Pedestrian Improvements	River Road Bicycle & Pedestrian Improvements from downtown Louisville to the city of Prospect (US 42), 8.5 miles.	Lou. Metro DPDS	TIP - Add Construction to 2011 \$2,024,755 federal, STP-Urban funds.		Exempt
1576	0	Sanders Elementary Safe Routes to School	Funding will provide improvements around Sanders Elementary School for a multi-use trail, lighting, signage and landscaping. Funding will also be used to widen and repair an existing route to school on the northern edge of campus.	Jefferson Co. Public Schools	TIP - Add to the TIP, FY 2008 Construction, \$25,000 Safe Routes to School funds;	PLAN - Add to Plan, \$25,000	Exempt
1401	00442.00	Seneca Loop Extension East & West	East: Design and construction completing the loop in Seneca Park by adding bicycle facilities on Cannons Lane, Dutchman's Lane and KY 155 (Taylorsville Road); West: Design and construction to make connections from Cherokee Park and Seneca Loop to Beargrass Trail and eventual connections to Butchertown Trail and Riverwalk. Work plan considers safety and operational improvements at various street/intersection crossings including the intersection of Lexington Road and Grinstead Drive and Beargrass Trail entrances.	Lou. Metro DPDS	TIP - Move 2010 Construction to future; STP-Urban funding.		Exempt
1577	0	University of Louisville Cycling, Wayfinding, Shuttle	Installation of wayfinding/directional signs, bicycle/pedestrian terminals, streetscaping, and Campus Shuttle funding for the U of L Belknap Campus	Univ. of Louisville	TIP - Add to the TIP, FY 2008 Const. \$1,810,000 CMAQ funds, \$2,262,500 total.	PLAN - Add to the Plan, \$2,262,500	Exempt
1578	0	UPS Biodiesel Initiative	Purchase of a 5000 gallon fuel truck, a 40,000 gallon storage tank, and monitoring equipment at the UPS Worldport location	APCD	TIP - Add to the TIP, FY 2008 Const. \$515,000 CMAQ funds, \$643,750 total.	PLAN - Add to Plan, \$643,750	Exempt
1579	0	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown	Jeffersontown, City of	TIP - Add to the TIP, FY 2008 Const. \$320,000 CMAQ funds,\$400,000 total.	PLAN - Add to Plan, \$400,000; Exempt per 93.126	Exempt
1582	0	Watterson Trail Phase I	Improve streetscape, reconstruct sidewalks and enhance landscaping from Maple Rd. to Old Taylorsville Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$16,640 fed., FY 2011 Const. \$197,976 fed. STP-Urban funds;	PLAN - Add to Plan, \$268,270. Exempt per 93.126	Exempt
1583	0	Watterson Trail Phase II	Widen Watterson Trail from 2 to 3 lanes from Ruckriegel Pkwy. To Maple Rd.	Jeffersontown, City of	TIP - Add to TIP, FY 2009 Design \$36,608 fed., FY 2010 ROW \$84,672 fed., FY 2010 Util. \$86,528 fed., FY 2011 Const. \$206,975 fed., STP-Urban funds.	PLAN - Add to Plan, \$518,479	Add project to 2012 analysis year.
1584	0	Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorsville Rd. to Grand Ave.	Jeffersontown, City of		Plan - Add to Plan, \$553,000. Open to public in 2015.	Add project to 2020 analysis year.