



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE
1:00 p.m., Wednesday, November 14, 2012
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

Bullitt

Henry

Jefferson
Oldham

Shelby

Spencer
Trimble

Indiana
Member
Counties

Clark

Floyd

Equal
Opportunity
Employer

1. *Call to Order, Welcome, Introductions*
2. *October 10 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
3. *Public Comment Period*
4. *Transportation Policy Committee Report* – Staff will report on the October TPC meeting.
5. *Horizon 2030 and the FY 2011-2015 Transportation Improvement Program* – Staff will present proposed amendments to both documents (see enclosed). **Action is requested.**
6. *Social Media and Transportation Planning* – Staff will discuss various methods of social networking currently employed by KIPDA and other agencies.
7. *FY 2011-2015 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short range funding document.
8. **Connecting Kentuckiana** – Staff will present information regarding the progress of the update to the Metropolitan Transportation Plan.
9. *Other Business*
10. *Adjourn*

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



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

**MEETING MINUTES
TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)
1:00 p.m., Wednesday, October 10, 2012
Hillview Government Center
283 Crestwood Lane
Hillview, Kentucky 40229**

Call to Order

Chair Jim Urban called the meeting to order at 1:04 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

Matt Meunier, City of Jeffersontown, made a motion to approve the minutes of the September 12 meeting (see October meeting packet). Rudy Hawkins, Bullitt County, seconded the motion and it carried with a unanimous vote.

Public Comment Period

There were no public comments.

Transportation Policy Committee Report

Larry Chaney, KIPDA staff, reported on the September Transportation Policy Committee (TPC) meeting.

FY 2011-2015 Transportation Improvement Program (TIP)

Mary Lou Hauber, KIPDA staff, presented information on administrative modifications to the short range funding document. No action was required.

Transportation Improvement Program (TIP) Update

Mary Lou Hauber, KIPDA staff, discussed the development of the new document. There was discussion. No action was required.

Connecting Kentuckiana Update

Larry Chaney and David Burton, KIPDA staff, presented information concerning data to be utilized in the development of the Major Update to the Metropolitan Transportation Plan (MTP). There was discussion. No action was required.

Connecting Kentuckiana Working Group

Larry Chaney and David Burton, KIPDA staff, discussed the formation of a working group composed of TTCC members and other subject matter experts. There was discussion. **Jim Urban, Oldham County Planning Commission, made a motion to form a working group composed of TTCC members and other subject matter experts to aid staff in the development of the issues report. Andy Crouch, City of Jeffersonville, seconded the motion and it carried with a unanimous vote.**

Other Business

Lori Kelsey, KIPDA staff, announced that the 2013 Freight Conference will be held on March 12-14 at the Brown Hotel.

Adjournment

The meeting was adjourned at 2:25 p.m.

Larry Chaney
Recording Secretary

Members Present:

Rudy Hawkins	Bullitt County
Matt Meunier	City of Jeffersontown
Andy Crouch	City of Jeffersonville
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry Chaney	KIPDA
Cynthia Lee	Louisville Metro Air Pollution Control District
April Jones	Louisville Metro Economic Growth & Innovation
Dirk Gowin	Louisville Metro Public Works
*Eric Pruitt	Louisville Water Company
Jim Urban	Oldham County Planning Commission
Dick Joslin	*Regional Mobility Council
Brittany Montgomery	Town of Clarksville

Members Absent:

*Cathy Allgood-Murphy	AARP – Kentucky
David Flowe	City of Charlestown
Jeff Gahan	City of New Albany
Hyun Lee	Clark County
Ron Barnes	Clark County Air Board
*Brad Meixell	Clark County Fire Chiefs Association
Ramona Bagshaw	Clark County Planning Commission
*Michelle Allen	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Don Lopp	Floyd County
*Lauren Hardwick	Greater Louisville Inc.
Shawn Seals	Indiana Department of Environmental Management
Larry Buckel	Indiana Department of Transportation – Public Transportation
Kathy Eaton-McKalip	Indiana Department of Transportation – Seymour District
Emmanuel Nsonwu	Indiana Department of Transportation – Urban & MPO Section
Joe Forgacs	Kentucky Division for Air Quality
Amy Thomas	Kentucky Transportation Cabinet
Larry McFall	Louisville & Jefferson County Riverport Authority
Paula Wahl	Louisville Metro Planning & Design Services
Skip Miller	Louisville Regional Airport Authority
*Greg Heitzman	Louisville/Jefferson County Metro Sewer District
David Voegelé	Oldham County
*Wendy Chesser-Dant	One Southern Indiana
Scott Stewart	Ports of Indiana – Jeffersonville
*Craig Mackin	Procarent
*Jill Saegesser	River Hills Economic Development District
*John Watkins	Southern Indiana Transportation Advisory Group
Regina Ostertag	TARC Elderly & Disabled Advisory Council
J. Barry Barker	Transit Authority of River City
Stephen Cotton	University of Louisville

Others Present:

Melanie Roberts	Bullitt County
Jim Bohannon	City of Hillview
Jim Eadens	City of Hillview

Clarence Hixson	Coalition for the Advancement of Regional Transportation
Dane Blackburn	Kentucky Transportation Cabinet – District 5
Judi Hickerson	Kentucky Transportation Cabinet – District 5
Brian Meade	Kentucky Transportation Cabinet – District 5
David Burton	KIPDA
Stacey Burton	KIPDA
Adam Forseth	KIPDA
Gina Marie Guiles	KIPDA
Mary Lou Hauber	KIPDA
Lori Kelsey	KIPDA
Andy Rush	KIPDA
Josh Suiter	KIPDA
Craig Butler	Louisville Metro Air Pollution Control District
Daniel Woo	TRIMARC

* Denotes Advisory Members



MEMORANDUM

Kentucky
Member
Counties

TO: Transportation Technical Coordinating Committee

FROM: Mary C. Hauber

Bullitt

DATE: November 10, 2011

Henry

SUBJECT: Amendment of the Horizon 2030 Metropolitan Transportation Plan and the FY 2011 – FY 2015 Transportation Improvement Program

Jefferson

Oldham

Shelby

KIPDA has been requested to amend the *Horizon 2030 Metropolitan Transportation Plan* and the *FY 2011 – FY 2015 Transportation Improvement Program*. Attached, please find the requested amendments to the Metropolitan Transportation Plan and the TIP, a summary of the Interagency Consultation meeting, and the air quality conformity documentation.

Spencer

Trimble

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Counties

The projects proposed for amendment to the Metropolitan Transportation Plan were examined and it was determined that a regional emissions analysis was necessary, conducted, and shown to pass conformity. The projects proposed for amendment to the TIP are either currently included in, or proposed for amendment to, the Horizon 2030 Metropolitan Transportation Plan. The TIP is a subset of the Metropolitan Transportation Plan and therefore the conformity analysis is performed on the Plan and not the TIP.

Clark

Floyd

The project changes proposed for both documents, Interagency Consultation meeting summary, and air quality conformity documentation were available for public review from October 18 through November 1 at public libraries and on the KIPDA website. A public open house was held on October 29 at the St. Matthews Branch Public Library. Several comments were submitted and are also attached for your review.

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Action is requested.

11520 Commonwealth Drive
Louisville, KY 40299
502-266-6084
Fax: 502-266-5047
KY TDD 1-800-648-6056
www.kipda.org



**Amendment 7 of Horizon 2030 Metropolitan Transportation Plan
Amendment 7 of FY 2011 - FY 2015 Transportation Improvement Program
November 2012**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
INDIANA PROJECTS							
489		Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Blackiston View Drive to Charlestown Road.	Clarksville	Change description to "Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Marlowe Drive to Charlestown Road." Increase Project Cost to \$20,000,000		Regionally significant. No change to model.
488		Blackiston Mill Road	Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Blackiston View Drive.	Clarksville	Change description to "Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Marlowe Drive." Increase Project Cost to \$5,000,000. Change Open to Public date from 2010 to 2025.		Regionally significant. Remove from 2012 and 2020 scenarios
498		Broadway	Extend Broadway as a 2 lane road from Potters Lane to Charlestown Road.	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
575		Brown Station Way	Widen Brown Station Way from 4 to 6 lanes from Lewis and Clark Parkway to I-65 (Brown Station Way from Lewis and Clark Parkway to Randolph Avenue and IN 62 from Randolph Avenue to I-65).	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
509		Cedar Street	Connect Cedar Street as a 2 lane road with Veterans Parkway.	Clarksville	Delete Project from Plan.		Regionally significant. Remove from all scenarios.
1098	0100713	IN 60	Intersection improvement with added turn lanes at St. Joe Road (W. Jct.), 1.99 miles W of IN 311.	INDOT	Add to Plan; Project cost \$777,446; Open to Public Date is 2017.	Add to TIP; FY 2013 PE \$68,800 federal and \$86,000 total; FY 2015 ROW \$40,000 federal and \$50,000 total; STP-State funds.	Exempt per 93.127
1104	0100712	IN 60	Intersection improvement with added turn lanes at St. Joe Road (East Jct.).	INDOT	Add to Plan; Project cost \$500,000; Open to public date is 2017.	Add to TIP; FY 2015 ROW \$40,000 federal and \$50,000 total; STP-State funds.	Exempt per 93.127
New		LifeSpan Paratransit Vehicle Replacement	Purchase one low-floor minivan with ramp to replace a minivan with ramp with high mileage.	LifeSpan	Add to Plan; Project cost \$36,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$28,800 federal and \$36,000 total; Section 5310 funds.	Exempt per 93.126

**Amendment 7 of Horizon 2030 Metropolitan Transportation Plan
Amendment 7 of FY 2011 - FY 2015 Transportation Improvement Program
November 2012**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New		New Hope Vehicle Replacement	Purchase one low-floor minivan to replace a vehicle currently in service.	New Hope	Add to Plan; Project cost \$36,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$28,800 federal and \$36,000 total; Section 5310 funds.	Exempt per 93.126
New		Rauch Inc. Vehicle Replacement	Purchase one Type C van (modified wheelchair-equipped 15 passenger van).	Rauch Inc.	Add to Plan; Project cost \$48,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$38,400 federal and \$48,000 total; Section 5310 funds.	Exempt per 93.126
New		Volunteers of America Vehicle Replacement	Purchase of a minivan to replace a vehicle currently in service.	Volunteers of America	Add to Plan; Project cost \$25,000; Open to public date is 2013.	Add to TIP; FY 2013 Transit Capital \$20,000 federal and \$25,000 total; Section 5310 funds.	Exempt per 93.126
KENTUCKY PROJECTS							
1801	8414.00	Crittenden Drive	Relocate Crittenden Drive at the Louisville Regional Airport Authority to allow for construction of a taxiway to accommodate Group 6 Aircraft.	KYTC	Increase Plan cost to \$40,000,000; Change Open to Public date from 2012 to 2016.	Add FY 2011 Construction \$3,000,000; FY 2013 Construction \$8,500,000; and FY 2014 Construction \$8,500,000; State funds.	Regionally Significant. Remove project from 2012 scenario.
1480	48.30	I- 71	Reconstruction of the I-71/I-265 (Gene Snyder Freeway) interchange including a possible flyover ramp from I-265 northbound to I-71 southbound.	KYTC	Change Open to Public date from 2020 to 2017	Add FY 2013 ROW \$3,830,000 federal; Add FY 2014 Utilities \$1,220,000 federal; Add FY 2015 Construction \$8,000,000; NHS funds.	Regionally significant. No change to model.
400	594.00	I-264	Add 1 lane in each direction on I-264 (Henry Watterson Expressway) from KY 1447 (Westport Rd.) to I-71. Approximately 1.7 miles.	KYTC	Increase Plan cost to \$36,200,000; Change Open to Public date from 2015 to 2019.	Add to TIP; FY 2013 Design \$3,000,000 federal; FY 2015 ROW \$2,000,000 federal; FY 2015 Utilities; IM funds.	Regionally significant. No change to model.
397	159.00	I-264 / I- 64	Widen ramp from westbound I-64 to westbound I-264 (Henry Watterson Expressway) from 1 to 2 lanes and other needed improvements to address the weave issues at merge on I-264.	KYTC	Increase Plan cost to \$35,000,000; Change Open to Public date from 2010 to 2018.	Add to TIP; FY 2011 Design \$2,590,000 federal; FY 2012 Design \$500,000 federal; FY 2014 ROW \$7,040,000 federal; FY 2014 Utilities \$2,080,000; NHS funds.	Regionally Significant. Remove from 2012 scenario.

**Amendment 7 of Horizon 2030 Metropolitan Transportation Plan
Amendment 7 of FY 2011 - FY 2015 Transportation Improvement Program
November 2012**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1921	804.10	I-264/US 42	Reconstruct the Watterson Expressway Interchange at US-42 including slip ramp to KY 22. Interim operational improvements including slip ramp from the I-264 NB/US-42 EB Off Ramp direct to KY-22 (Old Brownsboro Road) as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study.	KYTC	Change Open to Public date from 2012 to 2013	Move FY 2011 ROW to FY 2012; Move FY 2011 Utilities to FY 2012; Move FY 2012 Construction to FY 2013; STP-State funds.	Regionally Significant. Remove from 2012 scenario.
1482	263.00	I-265	Improve I-265/KY 61 (Preston Highway) interchange as recommended by KIPDA's interchange study including the addition of 1 northbound and 1 southbound lane on Preston Highway from Cooper Chapel Road to the I-265 eastbound ramps.	KYTC	Change Open to public date from 2010 to 2013. Increase project cost to \$3,524,000	Add FY 2012 ROW \$280,000 federal; Add FY 2012 Utilities \$494,000 federal; Move FY 2009 Construction to FY 2013 and increase to \$2,750,000 federal; IM funds.	Regionally significant. Remove from 2012 scenario.
New	474.00	I-265	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. Add a left turn lane to NB exit ramp.	KYTC	Add to Plan; Project cost \$3,248,800; Open to public date is 2017.	Add to TIP; FY 2013 Design \$1,023,800 federal; IM funds.	Regionally significant. Add to 2020 and 2030 scenarios.
New		Middletown Streetscape Phase VI	The Phase VI Middletown Streetscape Project will continue and mimic the Old Shelbyville Road improvements most recently seen in Phase V of the Middletown Streetscape Project. The proposed project will provide road improvements for approximately .52 miles beginning at the intersection of Old Shelbyville Road and Evergreen Road traveling east before concluding prior to the intersection of Old Shelbyville Road and Shelbyville Road (US60). The proposed project will include widening Old Shelbyville Road to a consistent 26', providing concrete header curbs along both sides of the road, relocating existing street lamps to a safe distance behind the new curb creating new transitions into existing driveways, as well as regrading road side drainage swales.	Middletown	Add to Plan; Project cost \$329,300; Open to public date is 2013.	Add to TIP; FY 2012 Design \$24,500 Local funds; FY 2013 Construction \$254,000 federal and \$304,800 total, STP-Urban fund.	Exempt per 93.126
New	8709.00	New Route	Construct a new 3 lane road from KY 480 to KY 44 with a Salt River Crossing.	KYTC	Add to Plan; Plan cost \$36,200,000; Open to public date is 2018	Add to TIP; FY 2013 Design \$3,000,000 State funds.	Regionally significant. Add to 2020 and 2030 scenarios.

**Amendment 7 of Horizon 2030 Metropolitan Transportation Plan
Amendment 7 of FY 2011 - FY 2015 Transportation Improvement Program
November 2012**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New	8710.00	Northwest Mt. Washington Connector	Construct a new 3 lane road northwest of Mt. Washington from US 31E to KY 2706.	KYTC	Add to Plan; Plan cost \$10,000,000; Open to public date is 2018	Add to TIP; FY 2013 Design \$1,000,000 State funds.	Regionally significant. Add to 2020 and 2030 scenarios.
1109	505.00	Ohio River Levee Trail Phase IIB & Phase III	Complete the ORLT, 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 Parks	Change Open to public date to 2016.	Delete FY 2013 Construction; STP-Urban funds.	Exempt per 93.126
1829		Synchronization of Traffic Signals	Upgrade and expansion of existing Metro Traffic Signal System in terms of new and more flexible equipment and central control capabilities on a countywide level including communications to traffic signals along critical suburban corridors.	Louisville Metro Public Works		Delete FY 2012 Construction \$5,000,000 federal and \$6,250,000 total; TIGER funds.	Exempt per 93.128 No change to the Plan. <i>This project is still being done with DOE-ARRA funds but did not receive TIGER funds.</i>
New		Wendell Moore Park Recreational Trail Paving Project	Pave an existing 1.75 mile 3-loop trail system and 0.72 mile Lakeside Connector Trail, including trailside facilities. The trails are used for walking, biking, and skating and as stated in the original proposal, most sections will be ADA accessible.	Oldham County	Add to Plan; Project cost \$83,377; Open to public date is 2014.	Add to TIP; FY 2013 Construction \$41,688 federal and \$83, 377 total; Recreational Trails funds.	Exempt per 93.126

Table 10 - REVISED
Transit Authority of River City (TARC)
Capital Improvement Program

	FY 2012		DBE		FY 2013		DBE		FY 2014		DBE		FY 2015		FY 2016		FY 2017		TOT	6 YEAR TOTAL
	QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimated	Potential	QTY	Estimated	QTY	Estimated	QTY	Estimated	QTY	EST/COST
FTA Required 5307 Categories																				
Transit Enhancements (1%)		164,829	164,829		164,829	164,829		168,126	168,126		210,157			-						707,941
Security Enhancements (1%)		164,829	164,829		164,829	164,829		168,126	168,126		210,157			-						707,941
Buses																				
35' & 40' Fixed Route	0	-		16	6,380,644		15	6,429,037		15	6,589,763	15	6,754,507	15	6,923,370	76				33,077,321
40' Hybrid Fixed Route	0	-		11	6,635,048		5	3,203,750		0	-	0	-	0	-	16				9,838,798
35' Full Electric	0	-		5	4,495,000		0	-		5	4,000,000	0	-	0	-	0				8,495,000
30' Fixed Route	0	-		0	-		0	-		0	-	0	-	0	-	0				-
20' Paratransit	0	-		10	530,566		10	543,830		15	836,138	15	857,042	15	878,468	65				3,646,043
LF Paratransit Van	0	-		5	183,071		10	375,296		4	153,872	4	157,718	4	161,661	27				1,031,619
40-45' Commuter	0	-		0	-		0	-		0	-	0	-	0	-	0				-
Trolleys	0	-		0	-		0	-		0	-	0	-	0	-	0				-
Subtotal Revenue Vehicles	0	-		47	18,224,329		40	10,551,913		39	11,579,773	34	7,769,267	34	7,963,499	184				56,088,780
Support Vehicles	3	63,038		2	38,884	38,884	2	39,856	39,856	2	40,853	2	41,874	2	42,921	13				267,426
Service Trucks				1	25,845	25,845	1	26,492	26,492	1	27,154	1	27,833	1	28,528	5				135,852
Facility Construction																				
Facility Renovation/Maintenance		611,580	611,580		2,400,000	2,400,000		1,000,000	1,000,000		1,000,000		1,000,000		1,000,000					7,011,580
Arch/Engineering Consulting		59,271	59,271		225,000	225,000		230,625	230,625		236,391		-		-					751,287
Environmental Consulting		7,354	7,354		25,000	25,000		8,000	8,000		8,200		-		-					48,554
Passenger Amenities (over TE)		200,000	200,000		378,331	378,331		200,000	200,000		200,000		200,000		200,000					1,378,331
Shop Equipment		50,000	50,000		75,000	75,000		50,000	50,000		50,000		50,000		50,000					325,000
Office Equipment		35,000	35,000		35,000	35,000		35,000	35,000		35,000		35,000		35,000					210,000
Office Furniture		-	-		5,000	5,000		30,000	30,000		30,000		30,000		30,000					125,000
Operational Infrastructure & Information Technology		-	-		3,179,865	-		1,000,000	-		1,000,000		1,000,000		1,000,000					7,179,865
Preventive Maintenance		11,318,748			11,828,082			11,709,801			11,651,252		11,592,996		11,535,031					69,635,910
Cap Maintenance (Tire Lease)		576,000			576,000			570,240			567,389		564,552		561,729					3,415,910
Capital Cost of Contracting		3,962,004			4,192,007			4,150,087			4,129,336		4,108,690		4,088,146					24,630,271
Svc Planning & Proj Admin (1%)		-			-			148,010			152,777		132,101		132,674					565,562
Contingency @ 5%		51,312			-			1,487,501			1,535,406		1,327,616		1,333,376					5,735,212
GROSS PROJECT COST :		17,263,965	1,292,863		41,538,002	3,537,719		31,573,776	1,956,224		32,663,844		27,879,928		28,000,905					178,920,420
Federal Share*:		13,811,172			33,230,401			25,259,021			26,131,075		22,303,942		22,400,724					143,136,336
Local Share*:		3,452,793			8,307,600			6,314,755			6,532,769		5,575,986		5,600,181					35,784,084
Cost Shifting Subtotal		15,856,752			16,596,089			16,578,138			16,500,754		16,398,339		16,317,581					98,247,653

**Interagency Consultation Conference Call
Summary**

**September 5, 2012
10:00 a.m. EST**

Participants

FHWA-KY	-- Bernadette Dupont
FHWA – IN	-- Michelle Allen
EPA-Region 4	-- Dianna Smith
FTA-Region 4	-- Robert Buckley
IDEM	-- Gale Ferris and Shawn Seals
INDOT	-- Steve Smith and Jay Mitchell
KYTC	-- Amy Thomas, Lynn Soporowski, Justin Harrod, and Jonathan Reynolds
KYDAQ	-- Joe Forgacs
APCD	-- Craig Butler, Cynthia Lee, and Michelle King
KIPDA	-- Mary Lou Hauber, Andy Rush, Randy Simon, and Larry Chaney

Background

Recently, KIPDA staff has undertaken the steps necessary to amend the Metropolitan Transportation Plan and the FY 2011 – FY 2015 Transportation Improvement Program. KIPDA staff compiled a list of proposed project changes and distributed it—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) on August 27, 2012 along with recommendations about how these changes should be handled with respect to the regional emissions analysis.

Discussion of Schedule

The amendment schedule of activities was discussed and includes the following key elements:

- the air quality analysis will be completed on October 10
- public review will be from October 18 through November 1
- TPC action on November 20

Discussion of Projects

There were no questions concerning the project list and recommendations concerning how the projects should be handled with respect to the regional emissions analysis that was distributed. KIPDA staff discussed various projects and provided additional information and clarification of those projects. The discussion of projects included the following:

- **KIPDA #489, Blackiston Mill Road** – Reconstruct and widen Blackiston Mill Road from 2 to 3 lanes (3rd lane will be a center turn lane) from Blackiston View Drive to Charlestown Road. The project termini are changing to Marlowe Drive and Charlestown Road, and that change will be reflected in the model.
- **KIPDA #488, Blackiston Mill Road** – Reconstruct and widen Blackiston Mill Road from 2 to 4 lanes from Lewis and Clark Parkway to Blackiston View Drive. The project termini are changing to Lewis and Clark Parkway and Marlowe Drive, and that change will be reflected in the model.

- **KIPDA #1829, Synchronization of Traffic Signals** – Upgrade and expansion of existing Metro Traffic Signal System in terms of new and more flexible equipment and central control capabilities on a countywide level including communications to traffic signals along critical suburban corridors. This project change has been added to the list of proposed changes. The change is to delete FY 2012 Construction TIGER funds in the TIP. There are no changes to the project in the MTP.

Discussion of Vehicle Registration Data

There was discussion concerning the status of the draft Kentucky vehicle registration (fleet mix) data and the use of this data in the regional emissions analysis for this amendment. KYTC is in the process of getting the fleet mix data quality assured, and the results of their analysis were discussed. It was noted that if this data is used for the KIPDA analysis then it must be used for the entire state, but all of the data has not yet been reviewed and discussed and it is not ready for use. The amendment schedule was discussed and it was determined that the air quality regional emissions analysis must be completed by October 10 in order to proceed with the required public and committee reviews and request TPC action on November 20.

There was consensus by the committee that since the Kentucky vehicle registration data has not completed all of its reviews and has not been approved yet by the Federal Highway Administration, it is not ready to be used.

The conference call adjourned.

AIR QUALITY CONFORMITY

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 metropolitan transportation plan (MTP) and the FY 2011 – FY 2015 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 actions 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 for PM 2.5. 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 the Madison Township 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 update;
 - September 5 -- Regional Emissions (Air Quality) Analysis begins.
 - October 18 -- Public Review begins.
 - November 14 -- Action by the Transportation Technical Coordinating Committee
 - November 20 -- Action by the Transportation Policy Committee
 - November 21 -- Documentation sent to review agencies for federal conformity determination
- (b) a draft list of projects—see accompanying list of projects;
- (c) the horizon year of the transportation plan—2030;
- (d) the proposed conformity test methodology/ies and analysis years—see 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 the inputs for the travel demand model and the approved emissions model—see accompanying list of projects and the items concerning the travel demand model and emissions model under Other Planning Issues; and
- (g) a listing of any transportation control measures (TCMs) in SIPs, if applicable—there are none.

Issues

Discussion of Projects

There was little discussion about the projects. KIPDA staff clarified three projects. Other than that, there were no comments. With respect to the way the projects 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 projects into the regional emissions analysis.

Discussion of the draft Kentucky Vehicle Registration Data

There was discussion concerning the status of the draft Kentucky vehicle registration (fleet mix) data and its use in the regional emissions analysis for this amendment. The Kentucky Transportation Cabinet (KYTC) is in the process of getting the draft vehicle registration data quality-assured. The preliminary results of the KYTC process were discussed. It was noted that if the draft vehicle registration data were used for the KIPDA analysis, it must be used for the entire state. It was also noted that the data for other parts of the state has not been reviewed to the same degree as the data for the Louisville area. Therefore, it was decided by the IAC/ICG that the draft vehicle registration data has not completed all of the needed reviews and is not ready to be used for the regional emissions analysis.

Conclusion: The consensus of the IAC/ICG members was that the draft Kentucky vehicle registration data had not completed all of the necessary reviews and consequently is not ready to be used in the regional emissions analysis for this amendment.

ESTABLISHED PRACTICE

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

Issues affecting both Ozone and PM 2.5

Source of Bullitt County and Oldham County VMT, Speeds, and Emission Estimates

Originally, the Kentucky Transportation Cabinet (KYTC) had provided the vehicle-miles-traveled (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.

Prior to June, 2011, the staff of the Kentucky Division for Air Quality (KYDAQ) had provided emission estimates for Bullitt and Oldham counties. In June, 2011, the MOVES emissions model was first used to estimate emissions for the local area. In order to ensure a more consistent approach to estimating emissions, LMAPCD accepted responsibility for providing emission estimates for Bullitt and Oldham counties, as well as the other counties for which they were previously providing emission estimates.

Conclusion: The established practice is that KIPDA will provide VMT and speed information for the determination of emission estimates for Bullitt and Oldham counties. The established practice is that LMAPCD will provide emission estimates for Bullitt and Oldham counties, as well as the other counties for which they have been providing emission estimates prior to June, 2011.

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_x). 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. The maintenance plan established when the local area was redesignated established MVEBs for VOCs and NO_x for 2003 (the attainment year) and 2020 (the last year of the maintenance plan). The year 2012 is also used as an analysis year to ensure 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.

The established practice for analysis years and conformity tests are outlined in this and the following paragraph. 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. Since budgets have been

established for 2003 and 2020, the 2003 budgets will be used for analysis years prior to 2020, and the 2020 budgets will be used for 2020 and later analysis years.

Since there are no applicable MVEBs for PM 2.5 and NOx (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.

The established practice is to use the 2002 baseline or “no greater than 2002” test. The 2002 baseline test would be applied to the entire PM 2.5 nonattainment area for all analysis years.

Conclusion: The established practice is that the analysis years and conformity tests for the regional emissions analysis is as shown in the tables below.

8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
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

Annual PM 2.5 Standard	
Analysis Year	Conformity Test(s)
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 other 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.

When the previous emissions model, MOBILE 6.2, was used, four approaches were included in the guidance. They are the:

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

These varied in complexity and effort. The single-run approach was the simplest, requiring the least amount of time and effort. The guidance indicated that this approach was 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.

Prior to June, 2011, the air quality agencies in the area had previously used the single-run approach with MOBILE 6.2 to calculate the emissions of PM 2.5 and its precursor. Recently, the staff of LMAPCD indicated that they were now calculating annual emissions for PM 2.5 and its precursor using twelve month calculations in a single run of the MOVES emissions model for each analysis year. This approach was also used for the analysis for the amendment of *Horizon 2030* for the PM 2.5 nonattainment area with the exclusion of Madison Township of Jefferson County, IN. Madison Township typically accounts for less than five percent of the area's emissions. So any differences in approach for Madison Township should have a minimal effect on the total emissions. Further, because the conformity test is the "not greater than 2002" test, the results for Madison Township cannot affect the passing of conformity unless the 2002 estimates were less than the estimates for a future analysis year, and this has never happened for Madison Township.

Conclusion: The established practice is now to run MOVES with a twelve month calculation in a single run for calculating annual direct PM 2.5 and NOx emissions.

CONFORMITY OF *HORIZON 2030*

The MTP, *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 other analysis years involved two steps. First, the travel-related information (VMT, speeds, etc.) was determined. Second, the travel-related information was used as inputs to the MOVES emissions model, which provided emission estimates for the pollutants and precursors. The use of these two steps in estimating emissions for the Madison Township of Jefferson County (IN) may have varied slightly from their use in the other counties, but essentially the same steps were undertaken for all portions of the nonattainment/maintenance areas. The details of their use are discussed in the Regional Emissions Analysis section below.

AIR QUALITY ANALYSIS

The air quality analysis for the amendment of *Horizon 2030* involved two 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 using the KIPDA travel demand model and to calculate the emissions associated with the travel using the MOVES emissions model. The second procedure is known as the Regional Emissions Analysis. These steps are discussed below in greater detail.

PROJECT REVIEW

The first procedure involved determining which transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the development (update) of *Horizon 2030*, a group of projects had been proposed for the plan, reviewed by conformity partners, and incorporated into the plan. For each amendment, additions, deletions, and/or changes to the projects are proposed. These additions, deletions, and/or changes are discussed with the IAC/ICG, and agreement is reached as to how each of the additions, deletions, and/or changes should be analyzed in the regional emissions analysis. Those projects in *Horizon 2030* which were not changed will be analyzed as they were previously. There is usually a straightforward explanation for why projects are included in the analysis and why they are analyzed as they are. The following paragraphs explain why some projects are excluded from the regional emissions analysis.

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 Transportation System Management. At this point, sufficient detail is lacking for inclusion in the air quality conformity analysis.

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

REGIONAL EMISSIONS ANALYSIS

The regional emission analysis consists of two procedures—(1) the analysis of travel behavior impacts and (2) the estimation of emissions due to those impacts. Two slightly different methods were used for estimating the travel behavior impacts—one for Madison Township of Jefferson County, IN and the other for the rest of the nonattainment/maintenance area. The reason for the two methods is that there is no travel demand model for Madison Township. The estimation of emissions for both areas was done using a similar method.

The analysis of the travel behavior impacts for the portion of the nonattainment/maintenance area excluding Madison Township involved using the KIPDA travel demand model to determine measures of travel such as VMT and speed. The method for accomplishing this was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given

analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand model and adjustment factors for travel model output.

As previously mentioned, the procedures used for the Madison Township of Jefferson County (IN) varied slightly from those used for the rest of the nonattainment /maintenance area. VMT was based on values from the Highway Performance Monitoring System. A growth rate approach was used to estimate VMT for future years. Further discussion of the methodology for estimating emissions for Madison Township is included in the section concerning the MOVES emissions model. For this amendment, INDOT staff reviewed the changes in travel impacts occurring in the non-Madison Township portion of the local PM 2.5 nonattainment area and concluded that the emission estimates developed for Madison Township during the previous amendment could be used for this amendment, as well.

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

In addition, there was one project affecting Bullitt County that could not be included in the travel model. Unlike the projects described in the paragraph above, this project could have the potential to increase emissions. Therefore, a special effort was made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project was the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involved the relocation of a small (0.18 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside both the 8-hour ozone maintenance and PM 2.5 nonattainment areas) during the reconstruction of that road. 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. The VMT estimates for this project were then added to other Bullitt County VMT estimates of the same functional class. Consequently, the VMT estimates from this project were included with the other Bullitt County VMT, and the emissions in Bullitt County associated with this project were included in the overall emission estimates for Bullitt County.

Regardless of the method to analyze the travel behavior impacts, the method used to translate those travel impacts into emission impacts was the MOVES emissions model. The inputs to the MOVES model were different for each county, but the MOVES model was used for all counties. The description of its use is provided in more detail in the section concerning the MOVES emissions model below

The emission estimates for all of the nonattainment/maintenance area except Madison Township of Jefferson County, IN 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 below, and the adjusted VMT was placed in five miles per hour speed bins. Third, the VMT in each of the speed bins was divided by the total VMT for that county to determine VMT fractions. Fourth, the VMT fractions and total VMT were used as input to the MOVES emissions model to determine the emissions for the county. It should be noted that the emissions for the ozone precursors were estimated for a typical summer day and the emissions for PM 2.5 and its precursor were estimated for each of the twelve months with the annual emissions being the sum of the monthly values. Further, only ozone precursors were calculated for Oldham County since it is not part of the PM 2.5 nonattainment area.

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.

The KIPDA regional travel demand model was updated and calibrated during 2011. This update established 2007 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In particular, 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 had been previously 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 2007. 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 2007 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 some previous KIPDA travel demand models, 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 had been 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 previous travel models 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 system-wide travel time over successive iterations is estimated to be within 0.1 percent of the minimum (optimal) value or less.

Tolls are being considered as a means of providing for a portion of the cost of the Ohio River Bridges project. To reflect this possibility in the MTP update, the KIPDA travel model was modified by placing time penalties on the bridges where tolls may be placed. The use of this modification was continued.

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 2007. 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 2007 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 2007 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).

MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutants ozone and PM 2.5 and must therefore control direct PM 2.5 and the precursors of ozone, VOCs and NOx. The emission estimates for VOCs, NOx, and PM 2.5 were determined using the MOVES emissions model. The Louisville Metro Air Pollution Control District (LMAPCD) produced the emissions for all of the nonattainment/ maintenance area except for the Madison Township of Jefferson County, IN. The emission estimates for the Madison Township were developed by 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 estimates developed from the MOVES model. These factors include the fuel used by the vehicles driven in each county, and in the past, 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 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 reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC/ICG partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those that were used in developing the updated VOC and NOx budgets (in 2003) with a few exceptions where newer data was incorporated. The changes which affected the VOC and NOx emissions included:

- (1) the incorporation—in 2004—of newer vehicle registration data for Clark and Floyd counties (provided by IDEM),
- (2) the development and use—in 2004 and again in 2008—of new vehicle registration data for Jefferson County (KY), and
- (3) the new (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was utilized.

The emissions for Bullitt and Oldham counties were also developed by LMAPCD. Most of the inputs to the MOVES model were defaults and/or data used in previous SIPs. Both counties had portions (the “original” portions) which had previously had a nonattainment/maintenance status for the 1-hour ozone standard and portions (the “new” portions) which had only been designated under the 8-hour ozone standard. Neither portion of either county had an I/M program. So it was not necessary to have I/M input information for MOVES. However, reformulated gasoline (RFG) is required for the original nonattainment/maintenance portions of Bullitt and Oldham counties while unregulated gasoline is used in the new nonattainment areas of those counties. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, a choice had to be made concerning which one to use. The choice was made to use the characteristics of unregulated (conventional) gasoline since this was the more “conservative” choice. (It was more “conservative” because this choice produces higher emission estimates and, therefore, reduces the margin by which conformity is

passed.) LMAPCD received VMT and speed information by functional class from KIPDA. Using this data, LMAPCD developed emission estimates for each of the counties.

The assumptions used for Bullitt and Oldham counties were the same as those for the 2003 budget updates with two exceptions, aside from the new VMT and speed estimates that were developed for this amendment of *Horizon 2030*. New vehicle registration data for Bullitt and Oldham counties for 2008 was developed and used, and the new (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was utilized.

The PM 2.5 emission estimates for the Madison Township of Jefferson County, IN were developed by INDOT. INDOT used an approach to developing emission estimates that was similar to the method used by LMAPCD. However, since there is no travel model for Madison Township, determining the origin of the travel in that township required another source of information. The estimates of the origin of tripmaking (and therefore gasoline specifications and the presence/ absence of I/M programs) were based on data from 2000 Census. In addition, other data was “borrowed” from the Floyd County data developed by LMAPCD. This data was adjusted to account for conditions typical of the Madison Township (e.g. no freeways or ramps, no I/M program for 2002).

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

- (1) VMT was estimated from a countywide estimate (using an updated growth rate).
- (2) VMT was identified by source (origin) county.
- (3) The proportion of each source county’s VMT of total county VMT was used to weight emission factors reflecting control and fuel programs for that source county.
- (4) The weighted, composite emission factors were applied to the Madison Township VMT to calculate criterion pollutant burdens.

As previously stated, for this analysis, INDOT staff reviewed the changes in travel impacts occurring in the non-Madison Township portion of the local PM 2.5 nonattainment area and concluded that the emission estimates developed for Madison Township during the previous amendment could be used for this amendment, as well.

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 and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the 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 eight-hour ozone maintenance SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NOx). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NOx for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1 and 2. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 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

There are no emission budgets for fine particulate matter, PM 2.5, or oxides of Nitrogen, one of its precursors. The regional emissions analysis was conducted to provide estimates of the levels of emissions of PM 2.5 and NOx for the various analysis years. These emission levels for the years after 2002 were then compared to the emission levels in 2002 to determine if the conformity tests 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 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 updated *Horizon 2030* 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

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2002	6153	23873	30026
2012	6802	26243	33045
2020	7538	28672	36210
2030	8548	32049	40597

TABLE 2

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2012	Regional	17313	49926	YES
2020		9879	23750	YES
2030		7239	19246	YES
<p>NOTE: The criteria for conformity are as follows:</p> <p>2012 Regional emission levels for VOCs must be below the maintenance plan emission budget of 40.97 tons/day or 37,168 kg/day.</p> <p>2012 Regional emission levels for NOx must be below the maintenance plan emission budget of 95.51 tons/day or 86,647 kg/day.</p> <p>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.</p> <p>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.</p>				

TABLE 3

ANNUAL AVERAGE DAILY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)			
YEAR	INDIANA	KENTUCKY	TOTAL
2002	2326	7963	10289
2012	2564	8742	11306
2020	2837	9513	12350
2030	3223	10594	13817

TABLE 4

ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)			
EMISSION LEVELS FOR VARIOUS YEARS			
YEAR	PM 2.5	NOx	PASS
2002	1102	35168	-----
2012	579	17638	YES
2020	275	8493	YES
2030	227	6905	YES

NOTE: The criteria for conformity are as follows:
The emission levels for 2012, 2020, and 2030 must be no greater than those for 2002.

Amendment 7
Horizon 2030 Metropolitan Transportation Plan
FY 2011 – FY 2015 Transportation Improvement Program

Public Comments

Suiter, Josh S (KIPDA)

From: Guiles, Gina (KIPDA) on behalf of KIPDA Transportation
Sent: Friday, October 26, 2012 8:44 AM
To: Suiter, Josh S (KIPDA)
Cc: Chaney, Larry D (KIPDA)
Subject: FW: Metropolitan Transportation plan

Gina Marie Guiles
Transportation Administrative Technician
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084 x132
(502) 266-5047 Fax

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From: Thomas Smith [<mailto:tom.smith@kyumc.net>]
Sent: Thursday, October 25, 2012 4:21 PM
To: KIPDA Transportation
Subject: Metropolitan Transportation plan

To Whom It May Concern,

Thank you for including me on your email allowing me to see the plans which will impact the metro area for the next decade. From my limited perspective and uninformed viewpoint, I think that overall the plans are great in that they seem to address in many ways the congestion issues we currently have in the metro, especially around many of the places where you project change. So I want to affirm your efforts in that regard.

I am disappointed in that I do not see any study or proposal for alternative transportation, such as a light rail in the metro area. I am certain that you have done studies on the issue of which I am unaware. If such a plan does not include those forms of transportation, then I can only assume that they have not yet become cost effective.

However, in reading the plan it seems that both budgeting and traffic in the metro has grown in such a way as to always place you in the difficult position of reacting to current congestion. I know you are working hard to be proactive in your planning. Thanks for the good work.

Dancing with God,

Tom

Rev. Dr. Thomas W. Smith
Sr. Pastor
Middletown UMC
502.245.8839

Suiter, Josh S (KIPDA)

From: Suiter, Josh S (KIPDA)
Sent: Tuesday, October 23, 2012 9:31 AM
To: 'David A Dries'
Subject: RE: FW: N. English Station Rd. suggestion for Connecting Kentuckiana

our response

Mr. Dries,

Thanks for the email. Connecting Kentuckiana is actually a 3 year process and the new Metropolitan Transportation Plan won't be adopted until then. These amendment are for the MTP that we are currently working from and do not reflect the Connecting Kentuckiana project ideas.

Your ideas along with many others are still being considered. We will be releasing an issues report later this year (which will be another opportunity for you to comment).

You are welcomed to share these ideas with our governing body, the Transportation Policy Committee, anytime. The two representatives from that committee that would be associated with these areas are Mayor Greg Fischer and the Kentucky Transportation Cabinet District 5 Office.

Let me know if you have any further questions.

Thanks!

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084, Ext. 108 (Voice)
(502) 266-5047 (Fax)
www.kipda.org

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From: David A Dries [mailto:davidadries@gmail.com]
Sent: Monday, October 22, 2012 4:58 PM
To: Suiter, Josh S (KIPDA)
Subject: Re: FW: N. English Station Rd. suggestion for Connecting Kentuckiana

Comment

Josh,

In May and June 2012 as part of the Connecting Kentuckiana process, I submitted suggestions on 3 transportation items, including:

- The I-64 bridge crossing associated with the Urton Lane extension.
- The re-alignment of N. English Station Road, north of Shelbyville Road.
- And renaming Fern Valley Road to Hurstbourne Parkway between I-65 and Fegenbush Lane.

Since none of these 3 projects are part of the Horizon 2030 and TIP amendments as announced by KIPDA on 10-15-2012, can you comment on:

- What KIPDA committee or process eliminated the 3 items that I recommended (as listed above)?
- If any of my recommendations are still active, where are they in the process?
- And otherwise, do you have any recommendations for me on who to share these recommendations with?

Thanks,
David Dries
502.777.0700

On Wed, Jun 27, 2012 at 9:03 AM, Suiter, Josh S (KIPDA) <josh.suiter@ky.gov> wrote:

Mr. Dries,

Thanks so much for your input. We will include it with others we have collected throughout this process and will consider it as we develop the solutions package that we release next summer for public review.

In the mean time, please don't hesitate to follow the progress of the Metropolitan Transportation Plan update at www.connectingkentuckiana.com.

If you need additional information, please don't hesitate to contact me.

Josh Suiter

Community Outreach Specialist

Transportation Division

Kentuckiana Regional Planning and Development Agency

11520 Commonwealth Drive

Louisville, KY 40299

(502) 266-6084, Ext. 108 (Voice)

(502) 266-5047 (Fax)

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From: David A Dries [<mailto:davidadries@gmail.com>]
Sent: Monday, June 25, 2012 7:32 PM
To: KIPDA Transportation
Subject: N. English Station Rd. suggestion for Connecting Kentuckiana

Following is a suggestion for a very small project (near the upcoming widening of N. English Station Road north of Shelbyville Road), that will have a very large positive impact on jobs and on relieving traffic congestion for the Snyder Freeway interchange area in Middletown, as follows:

- N. English Station Road should be re-aligned with an S-curve between Shelbyville Road and Walmart (see attached Proposed Alignment graphic), so that N. English Station Road connects to Marketplace Road at Shelbyville Road, instead of connecting to Urton Lane at Shelbyville Road.
- The Urton Lane intersection with Shelbyville Road should remain open, with full turning movements. However, north-south traffic would be reduced at the Urton Lane intersection, with the heavier intersection traffic moved west and further away from the Snyder Freeway interchange to the proposed new N. English Station Road alignment. Thus, the entire traffic capacity of this important Snyder Freeway interchange will be expanded due to moving adjacent north-south traffic further west.
- The relocation of N. English Station Road will be easy and relatively inexpensive (especially compared to the very large benefit) since the roadway relocation is for only a very short distance, and there is already an existing 4-lane private roadway in the desired roadway location, with an existing 6 lanes already in place at the Shelbyville Road intersection. That is, the existing private roadway is already wider than the proposed N. English Station Road. The property owner for the large Walmart/Target retail development should also benefit with greatly increased two-sided frontage along the new N. English Station Road alignment, and the entire Middletown business community should benefit from the improved traffic flow.

- Undeveloped property in the NE corner of N. English Station Road and Shelbyville Road only has very limited access to N. English Station Road now, so the new alignment should be as good or better than the existing access.
- South of Shelbyville Road, both Urton Lane and Marketplace Drive are included in Core Graphic 10 "Projected Transportation Corridors" of Cornerstone 2020 (see attached Core Graphic 10 pdf). So connecting N. English Station Road directly to Marketplace Drive, instead of to Urton Lane, should be consistent with the existing transportation plan. The traffic flow in the entire interchange area should improve, because the intersection with the heaviest traffic will be moved further from the Snyder Freeway.
- This very small project will benefit the entire Urton Lane Extension project, which will eventually connect Bardstown Road to the south with I-71 to the North, by keeping the major north-south traffic and turning movements at Shelbyville Road further distant from the Snyder Freeway. The traffic flow improvements along N. English Station Road and the Urton Lane Extension alignment will also benefit Louisville Metro job creation and the local tax base, especially in the undeveloped strategic area just west of the Snyder Freeway along the Urton Lane Extension corridor between Shelbyville Road and Taylorsville Road.

In order to avoid future construction obstacles since this area is developing quickly, now is the time to make these improvements for a low cost. Thanks for your consideration.

David A. Dries

502.777.0700

Suiter, Josh S (KIPDA)

From: Buckner, Kenton [Kenton.Buckner@louisvilleky.gov]
Sent: Wednesday, October 24, 2012 11:54 AM
To: Suiter, Josh S (KIPDA)
Subject: FW: KIPDA document for Chief Conrad

Sir, we have reviewed the information. Below, are a few suggestions we had for future projects.

Assistant Chief Kenton Buckner
Support Bureau Commander
Louisville Metro Police
502-574-7644 (office)
502-210-3500 (cell)
kenton.buckner@louisvilleky.gov

From: Seelye, Larry
Sent: Wednesday, October 24, 2012 9:47 AM
To: Buckner, Kenton; Jones, Kelly
Subject: RE: KIPDA document for Chief Conrad

Sirs, I did not see anything about the painting of the Clark Bridge starting after Derby (lasting for approx. 3 years) or the repairs that are going to be performed on the Kennedy. The largest issue we have is providing traffic control resources on mega projects i.e. fixing the bridges or when the new bridges are built. I have spoke with KYTC regarding the projects and found the projects have funding built in for security at the points of actual work on the projects however there is no funding for traffic related congestion/issues/spillover as a result of the work. I've communicated with KYTC to have us involved in planning mega projects that will have a serious impact on our traffic. This will help us in planning/preparing to deploy resources appropriately. Also I suggested when the bids are sent out for the projects, that they include funding to manage/staff the traffic congestion points/spillover due to the project.

Lieutenant Joe Seelye
LMPD Traffic Unit Commander
3672 Taylor Blvd
Office Number 502-574-2445
Cell Number 502-817-9958

From: Buckner, Kenton
Sent: Tuesday, October 23, 2012 9:40 AM
To: Jones, Kelly; Seelye, Larry
Subject: FW: KIPDA document for Chief Conrad

I need some feed back to this group on possible impact to our community. Due Monday

Assistant Chief Kenton Buckner
Support Bureau Commander
Louisville Metro Police
502-574-7644 (office)
502-210-3500 (cell)

kenton.buckner@louisvilleky.gov

From: Buckner, Kenton
Sent: Monday, October 22, 2012 4:29 PM
To: Conrad, Steve
Cc: Robison, Vince J
Subject: FW: KIPDA document for Chief Conrad

How do you want to proceed?

Assistant Chief Kenton Buckner
Support Bureau Commander
Louisville Metro Police
502-574-7644 (office)
502-210-3500 (cell)
kenton.buckner@louisvilleky.gov

From: Gay, Chris
Sent: Monday, October 22, 2012 3:57 PM
To: Buckner, Kenton
Subject: KIPDA document for Chief Conrad


Colonel,

Attached is the document that the Kentucky Regional Planning and Development Agency (KIPDA) is asking Chief Conrad to review and make any comments on. I copied the original email below.

Chris

Lieutenant Chris D. Gay
Louisville Metro Police Department
Support Division
633 West Jefferson Street
Louisville, Kentucky 40202
(502) 574-7660 (Office)
(502) 744-9587 (Cell)
(502) 574-2450 (FAX)



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Dear Resident or Business Owner:

KIPDA is the metropolitan transportation planning organization for the five county region including Jefferson, Bullitt and Oldham

counties in Kentucky and Clark and Floyd counties in Indiana.

One of our responsibilities is to produce a metropolitan transportation planning document, Horizon 2030, with projects listed through the year 2030, as well as a short range planning document, the Transportation Improvement Program (TIP). Projects move out of Horizon 2030 and into the TIP when funding becomes available.

We are currently amending projects in these documents and would like to get your feedback on these amendments. We invite you to review project information on our website beginning October 18 at www.kipda.org/Transportation/Drafts.aspx or by calling Josh Suiter at (502) 266-6084 to obtain a list of projects. Comments can be submitted by mailing them to Josh Suiter, c/o KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or by emailing them to josh.suiter@ky.gov. Please review the projects and send any comments that you have to me by November 1, 2012.

In addition, you can review documents and ask questions in person during a public open house held from 4:30-6:30 p.m. October 29 at the Louisville Free Public Library's St. Matthews Branch, 3940 Grandview Ave., in St. Matthews.

If you need additional information or have questions, please contact me at (502) 266-6084.

Sincerely,

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084, Ext. 108 (Voice)
(502) 266-5047 (Fax)
www.kipda.org

**Horizon 2030 Metropolitan Transportation Plan and
Transportation Improvement Program (TIP)
Amendments**



Public Comment Form

We would like to hear from you. Please tell us what you think of the proposed amendments to the Horizon 2030 and TIP documents.

Name: Mickey Small

Address:

Email Address:

Phone:

Affiliation (if any):

Comment:

We need routes to run later. I get off late & need them to run until 2 A.M. They stop too early. Otherwise you get stranded somewhere.

Contact us:

Josh Suiter, Community Outreach Specialist, Kentuckiana Regional Planning and Development Agency, 11520 Commonwealth Drive, Louisville, KY 40299.

(502) 266-6084

1-800-648-6056 (KY TDD)

Website: www.kipda.org

1-866-962-8408 (IN TDD)

Email: kipda.trans@ky.gov

**Horizon 2030 Metropolitan Transportation Plan and
Transportation Improvement Program (TIP)
Amendments**



Public Comment Form

We would like to hear from you. Please tell us what you think of the proposed amendments to the Horizon 2030 and TIP documents.

Name: Duane Flake

Address: _____

Email Address: _____

Phone: _____

Affiliation (if any): _____

Comment: _____

Transit system in Louisville needs to be improved. I go downtown to get tickets and ask why they don't operate buses until 2 A.M. You can't work at the Walmart facility in Radclif if you don't own a car. I live in St. Matthews and I can't ride the bus because they don't operate late. I grew up in ^{Milwaukee} Wisconsin, and the buses there operate til 5 AM. Transportation in Milwaukee is going well Wisconsin Coach Line is great for short distances. Why doesn't Kentucky having something like that from Louisville to Ft. Knox/E4own. It would be good for Louisville to use these rail lines here as well for transportation.

Contact us:

Josh Suiter, Community Outreach Specialist, Kentuckiana Regional Planning and Development Agency, 11520 Commonwealth Drive, Louisville, KY 40299. (over)

(502) 266-6084
1-800-648-6056 (KY TDD)

Website: www.kipda.org
1-866-962-8408 (IN TDD)

Email: kipda.trans@ky.gov

I also lived in Cincinnati + transit was good.
I could take it from there to Florence, KY, via
a commuter train. That was very useful.

Suiter, Josh S (KIPDA)

From: John Watkins [John_Watkins@newhopeservices.org]
Sent: Monday, October 15, 2012 1:43 PM
To: Suiter, Josh S (KIPDA)
Subject: RE: KIPDA wants your input!

Josh,

I have no problems with any of the amendments cited. Let me know if I can help in any other way to move the project forward.

John Watkins, MLS
Assets & Special Projects Manager
New Hope Services, Inc.
Phone: (812) 288-8248
Cell: (502) 550-5781



New Lives. New Futures. New Hope

From: Suiter, Josh S (KIPDA) [<mailto:josh.suiter@ky.gov>]
Sent: Monday, October 15, 2012 12:28 PM
To: Suiter, Josh S (KIPDA)
Subject: KIPDA wants your input!

Dear Resident or Business Owner:

KIPDA is the metropolitan transportation planning organization for the five county region including Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana.

One of our responsibilities is to produce a metropolitan transportation planning document, Horizon 2030, with projects listed through the year 2030, as well as a short range planning document, the Transportation Improvement Program (TIP). Projects move out of Horizon 2030 and into the TIP when funding becomes available.

We are currently amending projects in these documents and would like to get your feedback on these amendments. We invite you to review project information on our website beginning October 18 at www.kipda.org/Transportation/Drafts.aspx or by calling Josh Suiter at (502) 266-6084 to obtain a list of projects. Comments can be submitted by mailing them to Josh Suiter, c/o KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or by emailing them to josh.suiter@ky.gov. **Please review the projects and send any comments that you have to me by November 1, 2012.**

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If you need additional information or have questions, please contact me at (502) 266-6084.

Sincerely,

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency
11520 Commonwealth Drive
Louisville, KY 40299
(502) 266-6084, Ext. 108 (Voice)
(502) 266-5047 (Fax)
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