



TRANSPORTATION TECHNICAL COORDINATING COMMITTEE  
1:00 p.m., Wednesday, February 11, 2014  
KIPDA Burke Room  
11520 Commonwealth Drive  
Louisville, Kentucky 40299

Kentucky  
Member  
Counties

**AGENDA**

- Bullitt 1. *Call to Order, Welcome, Introductions*
- Henry 2. *October 10, 2014 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
- Jefferson
- Oldham 3. *Public Comment Period*
- Shelby 4. *Transportation Policy Committee Report* – Staff will report on the November TPC meeting.
- Spencer
- Trimble 5. *Ohio River Bridges Project* – Progress and schedule will be discussed.
- 6. *Horizon 2035 Metropolitan Transportation Plan (MTP)* - Staff will present proposed amendments to the document (see enclosed). **Action is requested.**
- Indiana Member Counties 7. *FY 2015 - FY 2018 Transportation Improvement Program (TIP)* – Staff will present proposed amendments to the document (see enclosed). **Action is requested.**
- Clark 8. *Federal Certification Review* – Staff will discuss the report from the recent review.
- Floyd 9. *Indiana Dedicated Funding Priorities* – Staff will present revised priorities for dedicated STP, CMAQ and HSIP funds in Indiana, and will discuss the Five-Year Spending Plan. **Action is requested.**
- 10. *Election of Officers* – Chair and Vice-Chair for 2015 will be elected by the Committee. **Action is requested.**
- Equal Opportunity Employer 11. *Other Business*
- 12. *Adjourn*

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

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

11520 Commonwealth Drive  
Louisville, KY 40299  
502-266-6084  
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KY TDD 1-800-648-6056  
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**See**  
<http://www.nidetarc.org/tripplan/>  
**for TARC service**



**MEETING MINUTES**  
**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)**  
**1:00 p.m., Tuesday, October 8, 2014**  
**Kentucky Transportation Cabinet (KYTC) District 5 Main Conference Room**  
**8310 Westport Road**  
**Louisville, Kentucky 40242**

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**Call to Order**

Chair Matt Meunier called the meeting to order at 1:13 p.m. After introductions were made, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Jim Urban, Oldham County, made a motion to approve the minutes of the August 13 TTCC meeting. Tom Hall, KYTC – District 5, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

There were no public comments.

**Transportation Policy Committee (TPC) Report**

Larry Chaney, KIPDA staff, reported on the August and September TPC meetings.

**Connecting Kentuckiana Intersection Crash Analysis**

Andy Rush, KIPDA staff, presented a process for analyzing crash data. There was discussion. No action was required.

**Indiana Dedicated Funding**

Mary Lou Hauber, KIPDA staff, presented revised policies and procedures for programming and authorizing funds allocated by the Indiana Department of Transportation (INDOT). There was discussion. **Brian Dixon, Clark County, made a motion to recommend approval of the revised policies and procedures by the TPC. Brittany Montgomery, Town of Clarksville, seconded the motion and it carried with a unanimous vote.**

**Other Business**

There was no other business.

**Adjournment**

The meeting was adjourned at 2:11 p.m.

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Larry Chaney  
Recording Secretary

**Members Present:**

Roanne Hammond  
 Matt Meunier  
 Larry Summers  
 Brian Dixon  
 Beth Jones  
 Tom Hall  
 Larry Chaney  
 Patti Clare  
 Jeffrey Brown  
 Dirk Gowin  
 Jim Urban  
 \*Dick Joslin  
 Brittany Montgomery  
 Aida Copic

Bullitt County  
 City of Jeffersontown  
 City of New Albany  
 Clark County  
 Kentucky Transportation Cabinet  
 Kentucky Transportation Cabinet – District 5  
 KIPDA  
 Louisville Metro Economic Growth & Innovation  
 Louisville Metro Planning & Design Services  
 Louisville Metro Public Works & Assets  
 Oldham County Planning Commission  
 Regional Mobility Council  
 Town of Clarksville  
 Transit Authority of River City

**Members Absent:**

\*Cathy Allgood-Murphy  
 \*Freida Howe  
 David Flowe  
 Mike Moore  
 Tom Galligan  
 \*Brad Meixell  
 Ramona Bagshaw  
 \*Michelle Allen  
 \*Greg Rawlings  
 \*Abigail Rivera  
 Don Lopp  
 \*Lauren Hardwick  
 Shawn Seals  
 Larry Buckel  
 Tony McClellan  
 Emmanuel Nsonwu  
 Joe Forgacs  
 Larry McFall  
 Keith Talley  
 Skip Miller  
 \*Eric Pruitt  
 \*Greg Heitzman  
 \*Deana Epperly Karem  
 David Voegele  
 \*Wendy Chesser-Dant  
 Scott Stewart  
 \*Steve Coston  
 \*Jill Saegesser  
 \*John Watkins  
 Regina Ostertag  
 \*Stephen Cotton

AARP – Kentucky  
 Bullitt County Chamber of Commerce  
 City of Charlestown  
 City of Jeffersonville  
 Clark County Air Board  
 Clark County Fire Chiefs Association  
 Clark County Planning Commission  
 Federal Highway Administration – Indiana  
 Federal Highway Administration – Kentucky  
 Federal Transit Administration – Region 4  
 Floyd County  
 Greater Louisville Inc.  
 Indiana Department of Environmental Management  
 Indiana Department of Transportation – Public Transportation  
 Indiana Department of Transportation – Seymour District  
 Indiana Department of Transportation – Urban & MPO Section  
 Kentucky Division for Air Quality  
 Louisville & Jefferson County Riverport Authority  
 Louisville Metro Air Pollution Control District  
 Louisville Regional Airport Authority  
 Louisville Water Company  
 Louisville/Jefferson County Metro Sewer District  
 Oldham Chamber & Economic Development  
 Oldham County  
 One Southern Indiana  
 Ports of Indiana – Jeffersonville  
 Procarent  
 River Hills Economic Development District  
 Southern Indiana Transportation Advisory Group  
 TARC Elderly & Disabled Advisory Council  
 University of Louisville

**Others Present:**

Lara Kurtz  
 Steve McDevitt  
 Amanda Spencer  
 David Burton  
 Amanda Deatherage  
 Adam Forseth  
 G.M. Guiles  
 Mary Lou Hauber  
 Andy Rush  
 Craig Butler  
 Steve Sizemore  
 Cindy Hicks  
 Milana Boz  
 John Swintosky  
 Dan O'Dea  
 Seth Winslow  
 Billy Grill  
 Tim Emington

Burgess & Niple  
 Burgess & Niple  
 Kentucky Transportation Cabinet  
 KIPDA  
 KIPDA  
 KIPDA  
 KIPDA  
 KIPDA  
 KIPDA  
 KIPDA  
 Louisville Metro Air Pollution Control District  
 Louisville Metro Economic Growth & Development  
 Louisville Metro Government  
 Louisville Metro Parks  
 Louisville Metro Parks  
 Louisville Metro Public Works & Assets  
 Strand Associates  
 TEC Engineering  
 TRIMARC

\* Denotes Advisory Members



**MEMORANDUM**

Kentucky  
Member  
Counties

TO: Transportation Technical Coordinating Committee

FROM: Mary C. Hauber

Bullitt

DATE: February 4, 2015

Henry

SUBJECT: Amendment of the Horizon 2035 Metropolitan Transportation Plan and the FY 2015 – FY 2018 Transportation Improvement Program

Jefferson

Oldham

KIPDA has been requested to amend the *Horizon 2035 Metropolitan Transportation Plan* and the *FY 2015 – FY 2018 Transportation Improvement Program*. Attached, please find the proposed amendments to the Metropolitan Transportation Plan and the TIP, a summary of the Interagency Consultation meeting, and the air quality conformity documentation.

Shelby

Spencer

Trimble

In an effort to expedite the process, the proposed project changes have been separated into two categories, air quality exempt and non-exempt projects. The exempt projects are included in Amendment 1 and the non-exempt projects are in Amendment 2. Both of these amendments will move along through the process at the same time but Amendment 2 will require a full conformity determination following TPC approval.

Indiana  
Member  
Counties

Clark

Floyd

A regional emissions analysis was conducted on the projects included in Amendment 2 of the Metropolitan Transportation Plan 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 2035 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.

Equal  
Opportunity  
Employer

The project changes proposed for both documents, Interagency Consultation meeting summary, and air quality conformity documentation are currently available for public review through February 9 at public libraries and on the KIPDA website. A public open house will be held on February 5 at the Southwest Regional Library located at 9725 Dixie Highway in Louisville. No comments have been received to date.

**Action is requested to recommend approval to the TPC.**

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**Amendment 1 of Horizon 2035 Metropolitan Transportation Plan -- Exempt Projects**  
**Amendment 1 of FY 2015 - FY 2018 Transportation Improvement Program**  
**February 2015**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
<b>INDIANA PROJECTS</b>							
1417	0900646	10th Street	Signalize the intersection and add turn lanes at Thompson Lane.	Jeffersonville	No Change	Delete from TIP. Delete FY 2015 Construction; STP-Urban funds.	Exempt per 93.127
965	0710003	Bethany Road	Widen existing lanes (no new travel lanes) on Bethany Road, provide turning lanes at 4 intersections and realign vertical/horizontal curves from IN 62 to CR 403.	Clark County	No Change	Add FY 2016 Railroad \$200,000 federal and \$250,000 total; Add FY 2016 CE \$637,000 federal and \$796,250 total; Add FY 2016 Construction \$4,416,000 federal and \$5,520,000 total; STP-State funds.	Exempt per 93.126
New	1401350	Blackiston Mill Road	Reconstruction and improvement of approximately 580 feet of Blackiston Mill Road, just north of Lewis & Clark Parkway, including the installation of turn lanes into and out of Kroger Drive, the addition of a raised center curb, improvement of sight lines, and drainage improvements.	Clarksville	Add to Plan; Plan Cost \$1,371,600; Open to public date is 2018	Add FY 2016 PE \$144,000 federal and \$160,000 total; Add FY 2017 ROW \$336,600 federal and \$374,000 total; Add FY 2018 Construction \$837,000 federal and \$930,000 total; HSIP-Urban funds.	Exempt per 93.126
1869	1173358	Brown Station Way Pedestrian Bridge Rehabilitation	Rehabilitation of existing pedestrian bridge over Brown Station Way.	Clarksville	Delete from Plan	Delete FY 2016 PE; STP-Urban funds.	Exempt per 93.126
New	1401347	Clark County Sign Inventory and Replacement	Complete a comprehensive inventory of highway signs within unincorporated Clark County and replace signs that are deficient, whether with regard to general physical condition, retroreflectivity requirements or uniformity of message or symbol. Priority for replacement will be assigned to warning and regulatory signs and the most deficient of those.	Clark County	Add to Plan; Plan Cost \$661,000; Open to public date is 2018	Add FY 2016 PE \$189,000 federal and \$210,000 total; Add FY 2017 Construction \$405,900 federal and \$451,000 total; HSIP-Urban funds.	Exempt per 93.126
New	1401343	Greenway Connector	The installation of a new Greenway walking and biking path along the Ohio River between the Riverstage and Clarksville.	Jeffersonville	Add to Plan; Plan Cost \$667,914; Open to public date is 2018	Add FY 2016 Construction \$534,331 federal and \$667,914 total; STP-Urban funds.	Exempt per 93.126
2100	1297695	I-64	Fracture critical bridge inspection on approaches to the Sherman Minton Bridge over the Ohio River.	INDOT	Delete from Plan	Delete from TIP; IM funds	Exempt per 93.126
2089	1296992	I-65	Bridge rehabilitation on I-65 southbound over Perry Crossing Road.	INDOT	Delete from Plan		Exempt per 93.126
2090	1296988	I-65	Bridge rehabilitation on I-65 northbound over Perry Crossing Road.	INDOT	Delete from Plan		Exempt per 93.126

**Amendment 1 of Horizon 2035 Metropolitan Transportation Plan -- Exempt Projects**  
**Amendment 1 of FY 2015 - FY 2018 Transportation Improvement Program**  
**February 2015**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
New	1400779	New Washington Safe Routes to School	Construction of sidewalks and designated routes for students and citizens to walk to school located near the town center; includes lighting and drainage improvements.	Clark County	Add to Plan; Plan Cost \$1,017,500; Open to public date is 2019	Add FY 2018 Construction \$886,000 federal and \$1,017,500 total; TAP-State funds.	Exempt per 93.126
New	1401348	Sign Replacement	Upgrade existing warning and regulatory to MUTCD requirements through low cost systematic safety improvement program. Specific grant will cover all local and subdivision streets in unincorporated areas.	Floyd County	Add to Plan; Plan Cost \$100,000; Open to public date is 2017	Add FY 2017 Construction \$90,000 federal and \$100,000 total; HSIP-Urban funds.	Exempt per 93.126
New	1401349	Sign Replacement Program	HSIP sign replacement program	Jeffersonville	Add to Plan; Plan Cost \$725625; Open to public date is 2018	Add FY 2016 PE \$270,000 federal and \$300,000 total; Add FY 2017 Construction \$310,500 federal and \$344,445 total; HSIP-Urban funds.	Exempt per 93.126
<b>KENTUCKY PROJECTS</b>							
New		CNG Fueling Stations	Construction of 3 new CNG fueling stations in Jefferson County.	Louisville Metro and Kentuckiana Cleanfuel	Add to Plan; Plan cost \$5,901,363; Open to Public date is 2017.	Add FY 2015 Design \$500,000 local funds; Add FY 2015 ROW \$1,000,000 local funds; Add FY 2016 Construction \$2,320,000 federal CMAQ funds.	Exempt per FHWA HQ
2129		KY 907	Construct minor roadway improvements to KY 907 (Southside Drive) from KY 1865 (New Cut Road) to Strawberry Lane. Project length is 1.1 miles.	KYTC	Change Open to Public date from 2016 to 2019.	Delete from TIP; Delete FY 2016 Construction; STP-Urban funds.	Exempt per 93.126
New		Louisville CBD Detailed Traffic Model	Evaluation of improvements identified through the Move Louisville Multimodal Transportation Study, including: conversions of one-way streets; roadway reconfigurations; intersection improvements; and interchange modifications, for all modes including pedestrians, bicycles, transit, cars and freight. The study area includes the Central Business District including: Butchertown; Phoenix Hill; Smoketown; Limerick; Old Louisville; Russell; Shawnee & Portland, and the University of Louisville Belknap Campus.	Louisville Metro Public Works	Add to Plan; Plan cost \$625,000; Open to Public date is 2017.	Add FY 2016 Planning \$500,000 federal and \$625,000 total; STP-Urban funds.	Exempt per 93.126
2087		Louisville Loop Shared Use Path - Dodge Gap	Design and construct shared use path and Louisville Loop trailhead facilities through Jefferson Memorial Forest from Blevins Gap Road to north end of sand quarry tunnel at Gene Snyder Freeway (the tunnel will be part of this segment), approximately 2.5 miles.	Louisville Metro Parks	No change	Add FY 2018 Construction \$1,749,600 federal and \$2,187,000 total; STP-Urban funds.	Exempt per 93.126

**Amendment 1 of Horizon 2035 Metropolitan Transportation Plan -- Exempt Projects**  
**Amendment 1 of FY 2015 - FY 2018 Transportation Improvement Program**  
**February 2015**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1109		Ohio River Levee Trail Phase III	Construct bicycle/pedestrian facilities along Campground Road from the end of the shared use path at the railroad crossing on Campground Road near I-264 to Lees Lane and the connection to Riverside Gardens Park at 2899 Lees Lane.	Louisville Metro Parks	No change	Delete FY 2017 Construction, \$4,500,000 federal and \$5,625,000 total; STP-Urban funds.	Exempt per 93.126
New		Olmsted Stone Arch Bridge Rehabilitation and Trail Project Phase 2	Rehabilitate the Olmsted Stone Arch Bridge and construct Phase 2 of the Veterans memorial Park Bicycle/Pedestrian Trail.	Jeffersontown	Add to Plan; Plan cost \$186,340; Open to Public date is 2016.	Add FY 2015 Construction \$149,072 federal and \$186,268 total; TAP funds.	Exempt per 93.126
New		Wetherby Park Upgrades	Improvements to Wetherby Park including refurbish and reseal the existing trail, add 2 water fountains, seal and stripe front and rear parking lots, install 6 benches, 6 trash receptacles and 6 picnic tables, install french drain, paint gazebo, and relocation of drainage swale.	Middletown	Add to Plan; Plan cost \$105,429; Open to Public date is 2015.	Add FY 2015 Construction \$52,715 federal and \$105,430 total; Recreational Trails funds.	Exempt per 93.126

**Amendment 2 of Horizon 2035 Metropolitan Transportation Plan -- Non-Exempt Projects**  
**Amendment 2 of FY 2015 - FY 2018 Transportation Improvement Program**  
**February 2015**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
<b>INDIANA PROJECTS</b>							
514	0500176	Veterans Parkway Phase 2	Phase 2: Widen Charlestown-New Albany Pike from 2 to 4 lanes from Veterans Parkway to Holman Lane. Widen Holman Lane from 2 to 4 lanes from IN 62 to Charlestown-New Albany Pike.	Jeffersonville	Change Open to Public date from 2018 to 2020.	Move FY 2015 ROW to FY 2018; STP-Urban funds.	Non-exempt. No change to model.
<b>KENTUCKY PROJECTS</b>							
New		CNG Garbage Truck Replacement	Replace 2 diesel garbage packer trucks with 2 CNG garbage trucks.	Louisville Metro	Add to Plan; Project cost is \$875,000; Open to Public date is 2016	Add FY 2015 Capital \$384,000 federal; CMAQ funds.	Non-exempt. Not included in model.
New		CNG Powered Trucks	Purchase 5 new Class-8 CNG powered trucks to replace existing diesel powered trucks.	Louisville Metro and M&M Cartage	Add to Plan; Project cost is \$480,000; Open to Public date is 2016	Add FY 2015 Capital \$300,000 federal; CMAQ funds.	Non-exempt. Not included in model.
223	404.01	Cooper Chapel Road Phase 3	Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Project will include consideration of bicycle and pedestrian facilities.	Louisville Metro PW	No change	Add FY 2016 Utilities \$1,500,000 federal and \$1,875,000 total; Add FY 2017 Construction \$16,000,000 federal and \$20,000,000 total; STP-Urban funds.	Non-exempt. No change to model.
2064		East Market Street Streetscape Improvements	Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St.	Louisville Metro PW	Add to Plan and change description to "Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility." Change Open to Public Date to 2016. Project cost is \$10,000,000.	Change description to "Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility."	Non-exempt. Remove from 2015 scenario.



**Amendment 2 of Horizon 2035 Metropolitan Transportation Plan -- Non-Exempt Projects**  
**Amendment 2 of FY 2015 - FY 2018 Transportation Improvement Program**  
**February 2015**

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
1877		KY 329	Intersection realignment/reconstruction at KY 329 and KY 329 Bypass.	Oldham Co.	No change	Add FY 2018 ROW \$66,000 federal and \$82,500 total; STP-Urban funds.	Non-exempt. No change to model.
1879	481.00	KY 864	Widen Beulah Church Road from 2 lanes to 3 lanes from I-265 to Cedar Creek Road.	KYTC	Change Open to Public date from 2016 to 2020.	Add FY 2018 ROW \$2,950,000 federal; STP-Urban funds.	Non-exempt. No change to model.
467		KY 1931, St. Andrews Church Rd.	Widen KY 1931 (Saint Andrews Church Road) from 2 to 3 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road).	KYTC	Change Open to Public date from 2020 to 2021.	No change	Non-exempt. Remove a portion of this project from 2020 scenario. See below.
2147		KY 1931, St. Andrews Church Rd.	Three lane widening along KY 1931 from the Doss High School entrance to Palatka Road, including intersection improvements with Palatka Road and turn lanes.	KYTC	part of KIPDA #467	Add FY 2017 Utilities \$1,600,000; Add FY 2018 Construction \$4,800,000; STP-State funds.	Non-exempt. No change to model.
New		KY 1931, St. Andrews Church Rd.	Widen KY 1931 from 2 to 3 lanes from US 31 W (Dixie Hwy) to Doss High School. This project will include bicycle and pedestrian facilities.	KYTC	part of KIPDA #467	Add FY 2015 PE \$900,000; Add FY 2016 Design \$1,000,000; Add FY 2018 ROW \$3,000,000; STP-Urban funds.	Non-exempt. Remove from 2020 scenario.
213		KY 1932, Chenoweth Lane	Widen KY 1932 (Chenoweth Lane) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). Approximately 1.07 miles.	KYTC	No change	Move FY 2016 Design to FY 2017; Move FY 2017 ROW to FY 2018; Delete FY 2018 Utilities; STP-Urban funds.	Non-exempt. No change to model.
1338	91.08	River Road Extension	Extend River Road west from 7th Street to Northwestern Parkway. The project is feasible using a low design speed criteria and a two-lane section.	Louisville Metro Econ. Dev.	No change	Add FY 2015 PE \$600,000 federal and \$750,000 total; STP-Urban funds.	Non-exempt. No change to model.
1542	5-287.01	US 31E	Reconstruct and widen US 31E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mount Washington. (District 5 section)	KYTC	Change description to delete section from north of Bardstown (Nelson County) to Salt River Bridge.	No change	Non-exempt. No change to model.
New	4-287.50 & 4-287.55	US 31E	Relocate US 31E from just south of Whitesides Drive in Nelson County to the Salt River Bridge in Spencer County. Project includes 1200' of roadway in Bullitt County. (District 4 section)	KYTC	Breakout from KIPDA #1542 and change description of going from 4 lanes to 2 lanes, to remaining as a 2 lane road.	Add FY 2015 Construction \$16,240,000; Add FY 2017 Construction \$16,000,000; State funds.	Non-exempt. No change to model. Remove off-model accounting of this project from 2020 scenario.

## AIR QUALITY CONFORMITY

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The Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties and 0.1 square miles of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of this area coincided with the ozone maintenance area and/or coincides with the local PM 2.5 nonattainment area. The Louisville 8-hour ozone maintenance area consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic nonattainment area in June 2004 and redesignated as an attainment area with a maintenance status in July, 2007. This standard was partially revoked for the Louisville area. (The local area is still eligible to receive Congestion Mitigation/Air Quality funding). The revocation became effective in July, 2013. However, in December of 2014, the US Circuit Court in Washington, DC vacated the revocation and made it necessary for the local area to once again determine conformity with respect to the pollutant ozone. 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 2035*, the metropolitan transportation plan (MTP), and the FY 2015 – FY 2018 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 approved establishing new budgets for PM 2.5 and its precursors.

## CONSULTATION FOR *HORIZON 2035*

The first step in determining conformity of *Horizon 2035* was to consult with the interagency consultation (IAC/ICG) group 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 ruling of the Circuit Court occurred after the initial consultation and after the initial (PM 2.5) analysis was essentially finished but before the Federal Highway Administration received the final documentation and could process a federal conformity determination. Therefore, although information relating to conformity under the ozone standard was presented during the initial consultation, the emphasis of that consultation was on those items that related to conformity under the PM 2.5 standard or related to conformity in general. When the second consultation occurred, it focused on the steps necessary to reintroduce the portion of the analysis relating to conformity under the ozone standard. The initial consultation involved a review of the following items:

- (a) important dates in the schedule for the amendment;
  - January 14                   -- Regional Emissions (Air Quality) Analysis completed
  - January 26                   -- Public Review begins.

February 11 -- Action by the Transportation Technical Coordinating Committee  
February 26 -- Action by the Transportation Policy Committee  
February 27 -- Documentation sent to review agencies for federal conformity determination

- (b) a draft list of projects—sent to the IAC/ICG with consultation notice;
- (c) the horizon year of the transportation plan—2035;
- (d) the proposed conformity test methodology/ies and analysis years—see the discussion of issues and ESTABLISHED PRACTICE sections below;
- (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 the issues section below, the list of projects included in accompanying documentation, 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.

The second consultation involved the presentation and/or discussion of the following items:

- (a) the question of whether it would be necessary to reincorporate conformity under the ozone standard—it will be necessary to do so;
- (b) the question of what is necessary to reincorporate conformity under the ozone standard—it should be performed as it was done before the revocation; and
- (c) the announcement by the staff of the Louisville Metro Air Pollution Control District that the emissions model that is now being used is MOVES 2014.

### Issues

#### Discussion of Projects

Because a couple of projects need to be expedited, the proposed project changes have been separated into two categories, exempt and non-exempt projects. The exempt projects are included in Amendment 1 and the non-exempt projects are in Amendment 2. Both of these amendments will move along through the process at the same time but Amendment 2 will require a conformity determination following TPC approval.

Both project lists were reviewed, including a recommendation concerning how they should be handled with respect to the regional emissions analysis. KIPDA staff discussed various projects and provided additional information, changes and/or clarification of those projects. The projects that were discussed include the following:

- **KIPDA ID 2064: East Market Street Streetscape** - Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. It was clarified that this project will reduce the number of travel lanes on Market Street.
- **KIPDA ID 1542: US 31E** - Change the description to, Reconstruct and widen US 31E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mount Washington. Delete the section, from north of Bardstown (Nelson County) to Salt River Bridge, from the description and add the following new project.
- **US 31E** - Relocate US 31E from just south of Whitesides Drive in Nelson County to the Salt River Bridge in Spencer County. Project includes 1200' of roadway in Bullitt County. (District 4 section). Breakout this project from the US 31E project above. This section contains a small roadway section in Bullitt County and must be included in the KIPDA MTP and TIP.

It was reiterated that the Transportation Improvement Program is a subset of the Metropolitan Transportation Plan, and therefore the air quality conformity determination for the Metropolitan Transportation Plan will serve as the conformity determination for the TIP.

**Conclusion: The IAC/ICG members, after discussing the details of the projects listed above, accepted the recommendations of KIPDA staff concerning the incorporation of these projects and the other projects described in the documentation into the regional emissions analysis.**

#### 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

#### Recent Changes to the KIPDA travel demand forecasting model

During the previous update to the MTP, there were two changes of note to the KIPDA travel demand forecasting model.

(1) First, the census urbanized area has recently been updated to include a small area in northwest Shelby County, KY. The metropolitan planning area is in the process of being updated to reflect the 2010 census urbanized area. This area was added to the KIPDA travel demand forecasting model to be consistent with this update.

(2) Second, the proposed toll structure for the Louisville Southern Indiana Ohio River Bridges project changed. Changes were made to the KIPDA travel demand forecasting model to reflect the changes in the toll structure.

**Conclusion: The IAC/ICG members were informed of the recent changes to the KIPDA travel demand forecasting model and expressed no disagreement with them.**

#### Source of Bullitt 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 County 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 County. In June, 2011, the MOVES 2010 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 County, 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 County. The established practice is that LMAPCD will provide emission estimates for Bullitt County, 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 (NOx), 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 NOx for 2003 (the attainment year) and 2020 (the last year of the maintenance plan).

Since there are no applicable Motor Vehicle Emission Budgets (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. 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 time the analysis is being conducted. In addition, other intermittent year(s) are required such that no two analysis years are more than ten years apart.

In order to have the required analysis years for both the ozone and PM 2.5 analyses, several changes were made in recent years. Prior to 2013, the analysis years which had previously been used for the conformity analysis were 2012, 2020, and 2030. During an amendment of the MTP in 2013, it was necessary to replace 2012 as an analysis year because it was in the past. When that was accomplished, 2015 was chosen as the replacement because it met the requirement of being within five years of the present. When the MTP was updated in 2014, the horizon year of the plan was being changed to 2035, and that year had to be added to the analysis years. At the same time, in order to allow for more orderly transition as time progressed, 2025 was added as an analysis year. By having the analysis years five years apart throughout the life of the MTP, it was noted that there would always be an analysis year within five years of the time of the analysis. Further, when the horizon year of the MTP is extended, that year will be added as an analysis year. Otherwise, the analysis years can remain constant except for the removal of an analysis year when it was in the past.

**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)
2015	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
2025	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
2035	Budget test using the 2020 MVEBs for the 8-hour maintenance area

Annual PM 2.5 Standard	
Analysis Year	Conformity Test(s)
2015	2002 Baseline test for the PM 2.5 nonattainment area
2020	2002 Baseline test for the PM 2.5 nonattainment area
2025	2002 Baseline test for the PM 2.5 nonattainment area
2030	2002 Baseline test for the PM 2.5 nonattainment area
2035	2002 Baseline test for the PM 2.5 nonattainment area

Vehicle Registration (Fleet Mix) Data

At various times in the past and most recently during 2012 and 2013, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC/ICG. The vehicle registration data now being used for the Indiana counties is for 2009, and the registration data now being used for the Kentucky counties is for 2011. This data represents the most recent information available for this issue.

**Conclusion: Based on a consensus of the IAC/ICG members, vehicle registration data for 2009 for the Indiana counties and for 2011 for the Kentucky counties is now being used in developing emission estimates.**

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.



Prior to June, 2011, the air quality agencies in the area had previously used 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 of *Horizon 2035* 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 2035*

The MTP, *Horizon 2035*, was examined to determine if it met the requirements of the conformity rule under 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 set in the SIPs, if applicable, 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 2035* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions. For PM 2.5, the pending SIP, which contains budgets for PM 2.5 and NOx, has not been approved nor have the budgets been found adequate. Therefore, conformity will be demonstrated by comparing future year emissions to 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 area. The details of their use are discussed in the Regional Emissions Analysis section below.

## AIR QUALITY ANALYSIS

The air quality analysis for *Horizon 2035* 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 metropolitan transportation plan projects were "regionally significant" and therefore to be included in the regional emissions analysis. During the development (update) of *Horizon 2035*, 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 2035* 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. The details of the consultation concerning the project review are discussed above in the section entitled, “CONSULTATION FOR *HORIZON 2035*.”

As in prior plans, some of the projects in *Horizon 2035* 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 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 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 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 update, 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 a previous amendment of Horizon 2030 could be used for Horizon 2035, as well.

In addition, there were several projects which could not be analyzed using the travel model. The TSM projects and corridors 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 is the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involves the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone maintenance area and the PM 2.5 nonattainment area) 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 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 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.

#### 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 Indiana, and Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. 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 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. 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 2035* 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 2035* 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 will be used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the KIPDA travel model, time penalties have been used in the model on the bridges where tolls are expected to be placed. As mentioned above, the toll structure was recently changed. To reflect this in the MTP update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure.

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 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 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 County, 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 ozone budget update (for VOCs and NOx) in 2003 with a few exceptions where newer data was incorporated. The changes which affected the VOC and NOx emissions included:



- (1) the incorporation of newer vehicle registration data (for 2009) for Clark and Floyd counties (provided by IDEM),
- (2) the development and use of newer vehicle registration data (for 2011) for Jefferson County (KY),
- (3) the recently adopted (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was utilized , and
- (4) the development and use of newer vehicle registration data (for 2011) for Bullitt County in Kentucky.

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 ozone budget update with two exceptions, aside from the new VMT and speed estimates that were developed for the development of *Horizon 2035*. New vehicle registration data for Bullitt and Oldham counties for 2011 was developed during the last few years, and it was used. The (twelve month) approach to calculating emissions of PM 2.5 and its precursor described in the ESTABLISHED PRACTICE was also 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 conceptually similar to the method used by LMAPCD. However, in practice, there are a number of differences. 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 of *Horizon 2030* could be used for *Horizon 2035*, as well.

## RESULTS OF THE ANALYSIS

The transportation plan, *Horizon 2035*, 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 2002 emission levels for PM 2.5 and NOx.

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 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 2015, 2020, 2025, 2030, and 2035, 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 as a precursor of PM 2.5. 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 2015, 2020, 2025, 2030, and 2035, 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 *Horizon 2035* 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 2035* has met the requirements of conformity under the 8-hour ozone standard. The effect of the results shown in Table 4 indicates that *Horizon 2035* has met the requirements of conformity under the PM 2.5 standard. In summary, it can be concluded that *Horizon 2035* conforms to the SIPs and meets the requirements of the federal conformity rule.

**TABLE 1**

<b>SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA</b> (in 1000's of vmt/day)			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>6153</b>	<b>23873</b>	<b>30026</b>
<b>2015</b>	<b>7146</b>	<b>27444</b>	<b>34590</b>
<b>2020</b>	<b>7568</b>	<b>28642</b>	<b>36210</b>
<b>2025</b>	<b>8004</b>	<b>30079</b>	<b>38083</b>
<b>2030</b>	<b>8588</b>	<b>32005</b>	<b>40893</b>
<b>2035</b>	<b>9076</b>	<b>33586</b>	<b>42662</b>

**TABLE 2**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR MAINTENANCE AREA (kg/day)</b>				
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2015</b>	<b>Regional</b>	<b>7084</b>	<b>19803</b>	<b>YES</b>
<b>2020</b>		<b>4738</b>	<b>11546</b>	<b>YES</b>
<b>2025</b>		<b>3275</b>	<b>7346</b>	<b>YES</b>
<b>2030</b>		<b>1214</b>	<b>6199</b>	<b>YES</b>
<b>2035</b>		<b>1742</b>	<b>5742</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:

2015 Regional emission levels for VOCs must be below the maintenance plan emission budget of 40.97 tons/day or 37,168 kg/day.

2015 Regional emission levels for NOx must be below the maintenance plan emission budget of 95.51 tons/day or 86,647 kg/day.

2020, 2025, 2030, and 2035 Regional emission levels for VOCs must be below the maintenance plan emission budget of 22.92 tons/day or 20,793 kg/day.

2020, 2025, 2030, and 2035 Regional emission levels for NOx must be below the maintenance plan emission budget of 29.46 tons/day or 26,726 kg/day.

**TABLE 3**

<b>ANNUAL VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE PM 2.5 NONATTAINMENT AREA (in 1,000,000's of vmt/year)</b>			
<b>YEAR</b>	<b>INDIANA</b>	<b>KENTUCKY</b>	<b>TOTAL</b>
<b>2002</b>	<b>2326</b>	<b>7963</b>	<b>10289</b>
<b>2015</b>	<b>2691</b>	<b>9127</b>	<b>11818</b>
<b>2020</b>	<b>2848</b>	<b>9507</b>	<b>12355</b>
<b>2025</b>	<b>3017</b>	<b>9950</b>	<b>12967</b>
<b>2030</b>	<b>3237</b>	<b>10564</b>	<b>13801</b>
<b>2035</b>	<b>3424</b>	<b>11065</b>	<b>14489</b>

**TABLE 4**

<b>ANNUAL EMISSIONS FOR THE LOUISVILLE PM 2.5 NONATTAINMENT AREA (in 1000's of kg/year)</b>			
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>			
<b>YEAR</b>	<b>PM 2.5</b>	<b>NOx</b>	<b>PASS</b>
<b>2002</b>	<b>1102</b>	<b>35168</b>	<b>-----</b>
<b>2015</b>	<b>278</b>	<b>8489</b>	<b>YES</b>
<b>2020</b>	<b>125</b>	<b>4119</b>	<b>YES</b>
<b>2025</b>	<b>73</b>	<b>2673</b>	<b>YES</b>
<b>2030</b>	<b>62</b>	<b>2268</b>	<b>YES</b>
<b>2035</b>	<b>56</b>	<b>2097</b>	<b>YES</b>

NOTE: The criteria for conformity are as follows:  
The emission levels for 2015, 2020, 2025, 2030, and 2035 must be no greater than those for 2002.

**Schedule for  
Amendment #1 FY 2015 – FY 2018 TIP and  
Amendment #1 of Horizon 2035 MTP -- Exempt Projects;  
Amendment #2 FY 2015 – FY 2018 TIP and  
Amendment #2 of Horizon 2035 MTP – Non-Exempt Projects**

**February 2015**

10/9 & 10/21	IN & KY Project Sponsor meetings
11/25	Projects due (PIFs)
12/1 – 12/10	IAC Review IAC Conference Call
12/11 – 1/14	AQ Analysis, Congestion Management Process review
1/22	Mail documentation to Libraries
1/26 – 2/9	Alternate Mode Subcommittee review
1/26 – 2/9	Title VI review
1/26 – 2/9	Public Review, 15 days
2/5	Open House, 4:00-6:30, Southwest Regional Library 9725 Dixie Hwy., Louisville, KY
2/11 – 2/25	TPC Subcommittee review of comments
2/11 – 2/25	TPC Review of comments
2/11	TTCC Recommendation
2/26	TPC action
2/27	Amendments sent for Federal Conformity Review

## Interagency Consultation Conference Call

December 18, 2014

2:00 p.m. EDT

### Participants

FHWA-KY	-- Bernadette Dupont
FHWA-IN	-- Joyce Newland
EPA – Region 4	-- Dianna Myers
KYTC	-- Thomas Witt, Justin Harrod
KYDAQ	-- Joe Forgacs
INDOT	-- Jay Mitchell, Frank Baukert
LMAPCD	-- Craig Butler, Michelle King
KIPDA	-- Mary Lou Hauber, Andy Rush, David Burton, Larry Chaney, and Randy Simon

### Background

Recently, KIPDA staff has undertaken the steps necessary to amend the Metropolitan Transportation Plan and the FY 2015 – FY 2018 Transportation Improvement Program. KIPDA staff compiled lists of proposed project changes and distributed them—via e-mail—to the members of the Interagency Consultation group (IAC/ICG) on December 11, 2014 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 it includes the following key elements:

- the air quality analysis will be completed on January 14
- public review will be from January 26 through February 9
- TPC review of public comments will be from February 11 through February 25
- TPC action on February 26

### Discussion of Planning Assumptions

The planning assumptions for the travel demand forecasting model were discussed. The analysis years for this analysis will remain 2015, 2020, 2025, 2030, and 2035. The air quality status classifications for proposed projects consist of exempt and non-exempt. The project lists contain descriptions describing why a project is considered to be exempt or non-exempt, as well as the impact of the project on the analysis. KIPDA staff reviewed with the participants the attainment status for the Louisville area.

### Discussion of Projects

Because a couple of projects need to be expedited, the proposed project changes have been separated into two categories, exempt and non-exempt projects. The exempt projects are included in Amendment 1 and the non-exempt projects are in Amendment 2. Both of these amendments will move along through the process at the same time but Amendment 2 will require a conformity determination following TPC approval.

Both project lists were reviewed, including a recommendation concerning how they should be handled with respect to the regional emissions analysis. KIPDA staff discussed various projects and provided additional information, changes and/or clarification of those projects. The projects that were discussed include the following:

- **KIPDA ID 2064: East Market Street Streetscape** - Streetscape enhancements to improve pedestrian/bicycle amenities along East Market Street from Brook Street to Johnson Street and along the following intersecting streets from Nanny Goat Alley to Billy Goat Strut Alley: Brook St., Floyd St., Preston St., Jackson St., Hancock St., Clay St., Shelby St., Campbell St., Wenzel St., Baxter Ave. and Johnson St. Enhancements include the addition of landscape medians in two separate blocks to serve as a gateway to the neighborhood and repurposing one of the existing east-bound drive lanes to provide a dedicated separate bike facility. It was clarified that this project will reduce the number of travel lanes on Market Street.
- **KIPDA ID 1542: US 31E** - Change the description to, Reconstruct and widen US 31E from 2 to 5 lanes in Bullitt County beginning with the widening of the Salt River Bridge to 4 lanes to the existing 5 lane section at KY 44 in Mount Washington. Delete the section, from north of Bardstown (Nelson County) to Salt River Bridge, from the description and add the following new project.
- **US 31E** - Relocate US 31E from just south of Whitesides Drive in Nelson County to the Salt River Bridge in Spencer County. Project includes 1200' of roadway in Bullitt County. (District 4 section). Breakout this project from the US 31E project above. This section contains a small roadway section in Bullitt County and must be included in the KIPDA MTP and TIP.

It was reiterated that the Transportation Improvement Program is a subset of the Metropolitan Transportation Plan, and therefore the air quality conformity determination for the Metropolitan Transportation Plan will serve as the conformity determination for the TIP.

There was clarification that the documentation for this amendment will be called 15PlanA.

The conference call adjourned.



## Interagency Consultation Conference Call

January 20, 2015  
10:00 a.m. EDT

### Participants

FHWA-KY	-- Bernadette Dupont
FHWA-IN	-- Michelle Allen, Joyce Newland
EPA – Region 4	-- Dianna Myers
KYTC	-- Thomas Witt, Justin Harrod, Beth Jones
KYDAQ	-- Joe Forgacs, Leslie Poff
INDOT	-- Jay Mitchell, Emmanuel Nsonwu
LMAPCD	-- Craig Butler
KIPDA	-- Mary Lou Hauber, Andy Rush, David Burton, and Randy Simon

### Background

On December 18, 2014, an IAC conference call took place to review the projects and steps necessary to amend the Metropolitan Transportation Plan and the FY 2015 – FY 2018 Transportation Improvement Program. Following that, on January 8, 2015, EPA sent notification stating that the DC Circuit Court vacated EPA's revocation of the 1997 Ozone NAAQS for transportation conformity purposes. Because we had just completed the air quality analysis for the on-going amendment, another conference call was scheduled.

### Discussion

Several items were discussed including whether it would be necessary to reincorporate conformity under the ozone standard. It was determined that it is necessary for KIPDA to do so.

Next, there was a question of what is necessary to reincorporate conformity under the ozone standard. It was determined that it should be performed as it was done prior to the revocation.

It was also stated by Louisville Metro Air Pollution Control that the emissions model now being used is MOVES 2014.

The conference call adjourned.