



**A Resolution of the Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #3 of the
Horizon 2030 Metropolitan Transportation Plan**

**Kentucky
Member
Counties**

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

Bullitt

Henry

Whereas, federal laws require that the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and

Jefferson

Oldham

Whereas, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

Shelby

Spencer

Trimble

Whereas, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review; has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of Horizon 2030, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

**Indiana
Member
Counties**

Clark

Floyd

Whereas, the KIPDA Transportation Policy Committee is to certify Horizon 2030 complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, Horizon 2030, as amended, has been determined to conform with the State Implementation Plans of Indiana and Kentucky; and,

**Equal
Opportunity
Employer**

Whereas, the results of a regional emissions analysis indicate Horizon 2030, as amended, meets the requirements of conformity under the eight-hour ozone standard and the annual fine particulate matter standard; and,

Whereas, Horizon 2030, as amended, will serve as the KIPDA Metropolitan Transportation Plan under Federal law contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

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Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment #3 of the Horizon 2030 Metropolitan Transportation Plan to serve as the KIPDA MPO official Metropolitan Transportation Plan, contingent upon and effective when a conformity finding is made by the appropriate Federal agencies; and,

Let it be further resolved, that KIPDA staff is authorized to transmit Amendment #3 of Horizon 2030 to the Federal Transit Administration, Federal Highway Administration, and the Environmental Protection Agency to make the Federal conformity determination in accordance with Federal conformity regulations; and,

Be it further resolved, that KIPDA staff is authorized to transmit Amendment #3 of Horizon 2030 to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee this 29th day of November, 2011.



Honorable Sherry S. Conner, Vice Chair
Transportation Policy Committee



Larry D. Chaney, Recording Secretary
KIPDA Transportation Director

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Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging



**A Resolution of the Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting
*Amendment #3 of the FY 2011 – FY 2015 Transportation Improvement Program
for the Louisville (KY – IN) Metropolitan Planning Area.***

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

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

Whereas, the *FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY – IN) Metropolitan Planning Area* is a subset of *Horizon 2030*, the Louisville (KY-IN) MPO Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and

Whereas, this amendment will result in a Transportation Improvement Program that remains fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by KYTC and INDOT. The required funds will become part of the Kentucky 2011 – 2014 Statewide Transportation Improvement Program, and the Indiana FY 2012 – FY 2015 Statewide Transportation Improvement Program, respectively, and will become part of the end of fiscal year "fiscal constraint" recalculations; and

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that Amendment #3 of the *FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY – IN) Metropolitan Planning Area*; is adopted by official action at the November 29, 2011 meeting. This action is contingent upon and effective when a conformity finding is made by the appropriate federal agencies.

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #3 of the *FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY – IN) Metropolitan Planning Area* to the Federal Transit Administration, Federal Highway Administration, and the Environmental Protection Agency to make the federal conformity determination in accordance with the Clean Air Act and the Environmental Protection Agency's transportation conformity regulations, and for review based on the planning process requirements, and other federal regulations;

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #3 of the *FY 2011 - FY 2015 Transportation Improvement Program for the Louisville (KY - IN) Metropolitan Planning Area* to the Governors of the State of Indiana and Commonwealth of Kentucky and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements;

Adopted by the KIPDA Transportation Policy Committee this 29th day of November, 2011.



Honorable Sherry S. Conner, Vice Chair
Transportation Policy Committee



Larry D. Chaney, Recording Secretary
KIPDA Transportation Director

**Amendment 3 of Horizon 2030 Metropolitan Transportation Plan
Amendment 3 of FY 2011 - FY 2015 Transportation Improvement Program**

November 2011

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
INDIANA PROJECTS							
1558		Blackiston Mill Rd.	Replacement of Bridge #51 over Silver Creek and reconstruction of approaches on Blackiston Mill Road. Total project length is approximately 0.65 miles.	Clarksville		Delete FY 2012 PE \$200,000 federal and \$250,000 total; STP-Urban funds.	Exempt - no change to model.
1572	0300447	Brown Station Way	Reconstruction of Brown Station Way from Randolph Avenue to existing bridge over Silver Creek, a distance of approx. 1.7 miles (no additional lanes proposed).	Clarksville	Change description to "Construction and completion of a new intersection at Lewis & Clark Pkwy. and Brown Station Way, including the removal of the existing bridge and interchange and constructing an at-grade interchange." Change Plan Project Cost from \$4,927,444 to \$5,421,350.	Increase FY 2011 PE to \$421,350 and change from STP-Urban funds to local funds; Add FY 2013 Construction \$4,000,000 federal and \$5,000,000 total, STP-State funds.	Clarification of description - already modeled as an at-grade intersection. No change to model.
1166	0201296	I-265	New bridge construction on PR265, SR265 bridge over Ohio River (joint project with KY).	INDOT		Add FY 2013 Construction \$43,200,000 federal and \$54,000,000 total; Add FY 2014 Construction \$43,200,000 federal and \$54,000,000 total; Add FY 2015 Construction \$43,200,000 federal and \$54,000,000 total; NHS funds.	This is a child project of KIPDA #52 Ohio River Bridges Project.
95	0300779	McDonald Lane	Reconstruct McDonald Lane as a 2 lane road (no additional lanes) from Grantline Road to Charlestown Road.	New Albany	Change Plan Project Cost from \$5,200,000 to \$5,512,500.	Move FY 2015 Construction to Future; STP-Urban funds.	Exempt - no change to model.
52		Ohio River Bridges Project	Construction of 2 new Ohio River bridges, 1 in the downtown (I-65) corridor and 1 in the far east (I-265) corridor.	INDOT	Reduce Plan Project Cost from \$1,166,900,000 to \$871,700,000. Change Open to Public date from 2017 to 2020.		significant-Update 2020 and 2030 networks to reflect modified design. Update tolling

**Amendment 3 of Horizon 2030 Metropolitan Transportation Plan
Amendment 3 of FY 2011 - FY 2015 Transportation Improvement Program**

November 2011

KIPDA ID	State ID	Project Name	Project Description	Project Sponsor	Description of Plan Amendment	Description of TIP Amendment	Effect on AQ Analysis
185	700.00	Ohio River Bridges Project	Construction of 2 new Ohio River bridges, 1 in downtown (I-65) corridor and 1 in the far east (I-265) corridor and reconstruction of the Kennedy interchange. Also included are enhanced bus service improvements.	KYTC	Reduce Plan Project Cost from \$2,928,900,000 to \$2,044,547,000		Regionally significant- Update 2020 and 2030 networks to reflect modified design. Update tolling assumptions.
		Oldham's Public Bus - Bus Hosts (formerly LOCAL Transit Bus Hosts)	These funds will be used to disseminate information about using LOCAL transit service in Oldham County. Specifically, the project will recruit and train 'bus hosts' to promote Oldham's public transportation system.	HDB	Add project to Plan, \$10,809	Add FY 2012 Transit Capital \$8,647 federal and \$10,809 total; JARC funds.	Exempt per 93.126
		Overcoming Obstacles	This project will provide travel training to clients of Bridgehaven's psychiatric rehabilitation program.	Bridgehaven Mental Health Services	Add project to Plan, \$10,060	Add FY 2012 Operations \$5,030 federal and \$10,060 total; Section 5317 funds.	Exempt per 93.126
		Pedestrian Access to Transit Facilities	Construction of passenger amenities, sidewalks, curb cuts and boarding area pads at locations where access to fixed route service is obstructed or inadequate.	TARC	Add project to Plan, \$404,454	Add FY 2012 Transit Capital \$299,892 federal and \$374,865 total; Section 5317 funds.	Exempt per 93.126

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 13 -- Regional Emissions (Air Quality) Analysis begins.
 - October 19 -- Public Review begins.
 - November 9 -- Action by the Transportation Technical Coordinating Committee
 - November 29 -- Action by the Transportation Policy Committee
 - November 30 -- 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

The amendment involved forty projects. There was some discussion of five of the projects. Three of those five projects involved a change which had no effect concerning the travel demand modeling. 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.

Other Planning Issues

In addition to the discussion of projects, the following planning assumptions and other issues were discussed.

- (1) Staff reported that the MOVES emissions model was used for the previous conformity analysis. That analysis passed the tests for conformity. Therefore, staff suggested that the MOVES emissions model (rather than the MOBILE 6 emission factor model) be used for this analysis.
- (2) Staff proposed continuing to use the budget test for the ozone precursors. Since there are no approved/ adequate MVEBs for PM 2.5, staff proposed continuing to use the 2002 baseline test for that pollutant and its precursor. There was little discussion concerning this point. More about this issue can be found in the ESTABLISHED PRACTICE section.
- (3) There was another issue which affected the calculation of emissions for this analysis. This was the issue of how to calculate the annual emissions for PM 2.5. As discussed in the section on ESTABLISHED PRACTICE, this area had previously used the single run approach to calculate the annual emissions of PM 2.5 and its precursor. This issue was not discussed during consultation for the amendment of *Horizon 2030*, but it had been recently reported by staff of LMAPCD that they were now calculating annual emissions for PM 2.5 and its precursor using twelve monthly runs of the MOVES emissions model. This approach was also used for the analysis for the amendment of *Horizon 2030*. More on this topic can be found below in the ESTABLISHED PRACTICE section.

Conclusion: The IAC/ICG members accepted the recommendations of KIPDA staff concerning the use of the MOVES emissions model, the tests for conformity, and the method for calculating annual emissions for PM 2.5 and its precursor.

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 (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). 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 NO_x (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.

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

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

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

Prior to June, 2011, the air quality agencies in the area had previously used the single-run approach 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 monthly runs of the MOVES emissions model. 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 the use of twelve monthly runs of the MOVES emissions model 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 June, 2011 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 and PM 2.5, 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 NO_x budgets (in 2003) with a few exceptions where newer data was incorporated. The changes which affected the VOC and NO_x 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 June, 2011 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	6759	26180	32939
2020	7569	28627	36196
2030	8569	32067	40636

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	17703	45208	YES
2020		9609	21526	YES
2030		7765	17389	YES

NOTE: The criteria for conformity are as follows:

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

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

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

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

TABLE 3

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	2327	7963	10290
2012	2548	8715	11263
2020	2848	9494	12342
2030	3231	10595	13826

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	1047	33166	-----
2012	518	16094	YES
2020	254	7627	YES
2030	222	6122	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.			

Fiscal Constraint

Amendment #3

FY 2011 – FY 2015

Transportation Improvement Program

**Fiscal Constraint
Amendment #3
FY 2011 – FY 2015 Transportation Improvement Program**

The FY 2011 – FY 2015 Transportation Improvement Program for the Louisville (KY-IN) Metropolitan Planning Area remains fiscally constrained with the inclusion of the project changes of Amendment 3. The STP-Urban programs for both Kentucky and Indiana and the Indiana allocated CMAQ funds are fiscally constrained and are reviewed by the MPO prior to amendments. KIPDA relies on the fiscal constraint of the STIPs of INDOT and KYTC for fiscal constraint of the remaining funding programs in the TIP.

Amendment 3 includes projects programmed for funds from several funding categories totaling \$131,738,485 for Indiana projects and \$18,898,569 for Kentucky projects, and will be covered with anticipated revenues from the existing INDOT and KYTC funding programs.

- Interstate Maintenance – funding is fiscally constrained based on the fiscal constraint of the KYTC STIP.
- JARC – proposed projects have been chosen for funding by FTA and funding is fiscally constrained based on the fiscal constraint of the KYTC STIP.
- National Highway System - funding is fiscally constrained based on the fiscal constraint of the INDOT and KYTC STIPs.
- Section 5310 – proposed projects have been chosen for funding by INDOT and funding is fiscally constrained based on the fiscal constraint of the INDOT STIP.
- State – proposed projects have been chosen for funding by KYTC and funding is fiscally constrained based on the fiscal constraint of the KYTC STIP.
- STP-State - proposed projects have been chosen for funding by INDOT and KYTC, and funding is fiscally constrained based on the fiscal constraint of the INDOT and KYTC STIPs.
- STP-Urban (KY and IN) – proposed and existing projects have been reviewed by the MPO and programs are fiscally constrained.
- TIGER – proposed projects have been chosen for funding by FTA and funding is fiscally constrained based on the fiscal constraint of the KYTC STIP.

Also included in this amendment (and attached) is the revised *Financial Demonstration for the Ohio River Bridges Project, In Support of the Louisville (KY-IN) Metropolitan Transportation Plan* for the Horizon 2030 Metropolitan Transportation Plan, Appendix D: Additional Funding Documentation.

Amendment #3
FY 2011 - FY 2015 Transportation Improvement Program
November 2011
Fiscal Constraint

Total Cost of Amendment #3

	Total Project Cost of FY 2011 - FY 2015 Transportation Improvement Program	Total Cost of Amended Projects
Indiana Projects	\$255,027,833	\$131,738,485
Kentucky Projects	\$694,339,200	\$18,898,569

Breakdown of Programmed Dollars by Funding Category

	Indiana Projects			Kentucky Projects		
Funding Category	Total TIP Programmed Funds	Amended Project Costs	Available Funding	Total TIP Programmed Funds	Amended Project Costs	Available Funding
ARRA - dedicated	\$0		\$0	\$1,820,245		\$1,820,245
Bridge	\$28,816,502		\$28,816,502	\$3,465,000		\$3,465,000
CMAQ	\$13,065,518		\$13,065,518	\$9,467,451		\$9,467,451
CMAQ-State	\$88,000		\$88,000	\$0		\$0
DNR/INST	\$252,800		\$252,800	\$0		\$0
HES	\$0		\$0	\$980,000		\$980,000
HPP	\$0		\$0	\$42,933,280		\$42,933,280
HSIP	\$1,993,185		\$1,993,185	\$0		\$0
IM	\$71,337,000		\$71,337,000	\$112,115,000	-\$21,805,000	\$90,310,000
IMD	\$0		\$0	\$3,400,000		\$3,400,000
JARC	\$0		\$0	\$1,982,187	\$88,647	\$2,070,834
KYD	\$0		\$0	\$5,880,000		\$5,880,000
NHS	\$42,512,800	\$129,600,000	\$172,112,800	\$59,640,000	\$2,705,000	\$62,345,000
Rail	\$0		\$0	\$2,875,000		\$2,875,000
Safe Routes to Schools	\$0		\$0	\$180,000		\$180,000
Safety	\$3,050,000		\$3,050,000	\$2,500,000		\$2,500,000
Scenic Byways	\$0		\$0	\$1,012,000		\$1,012,000
Section 5307	\$0		\$0	\$70,053,375		\$70,053,375
Section 5308	\$0		\$0	\$3,975,740		\$3,975,740
Section 5309	\$0		\$0	\$2,543,892		\$2,543,892
Section 5310	\$103,200	\$120,000	\$223,200	\$0		\$0
Section 5317	\$0		\$0	\$1,127,265	\$304,922	\$1,432,187
State	\$800,000		\$800,000	\$212,237,932	\$32,725,000	\$244,962,932
STP-State	\$65,057,067	\$5,089,600	\$70,146,667	\$11,485,000	\$1,850,000	\$13,335,000
STP-Urban	\$24,084,880	-\$3,071,115	\$24,084,880	\$131,546,933	-\$1,970,000	\$129,576,933
TCSP	\$0		\$0	\$100,000		\$100,000
TE	\$3,866,881		\$3,866,881	\$10,360,300		\$10,360,300
TIGER					\$5,000,000	\$5,000,000
TIGGER II	\$0		\$0	\$2,658,600		\$2,658,600
Total	\$255,027,833	\$131,738,485	\$389,837,433	\$694,339,200	\$18,898,569	\$713,237,769

Public Review Documentation

Amendment #3

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

**Amendment #3 of
Horizon 2030 Metropolitan Transportation Plan and
FY 2011 – FY 2015 Transportation Improvement Program**

Public Review

Project information for the amendments was made available for public review from October 19 through November 3, 2011 at public libraries and on the KIPDA website. Two public open houses were held at the Clarksville Branch Public Library on October 24, 2011, and the Highlands-Shelby Park Branch Public Library on October 25, 2011.

The public review period for the amendments was advertised in the Courier-Journal, the Evening News, the Tribune, the Oldham Era, the Pioneer News, and the Louisville Defender. Copies of the advertisements are attached.

Approximately 40 comments were received and are attached. These comments were reviewed by the Transportation Policy Committee Comment Subcommittee, as well as the Transportation Policy Committee as a whole. Responses from the subcommittee and specific project sponsors have been sent.

Legal Advertisements

2011-2015 Transportation Improvement Program and Horizon 2030 Long Range Transportation Plan Amendments

The Kentuckiana Regional Planning and Development Agency is seeking public comment on proposed changes to projects in the 2011-2015 TIP and Horizon 2030 Long Range Transportation Plan. Project information will be available for public review from **10/19 to 11/3** at public libraries in Bullitt, Clark, Floyd, Jefferson and Oldham counties and at www.kipda.org/Transportation/Drafts.aspx. Information may also be obtained and comments made by attending the Open Houses listed below, or by contacting Josh Suiter at 502-266-6084, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Please send comments to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or by email to Kipda.trans@ky.gov

In accordance with the Americans with Disabilities Act, people needing assistance should contact KIPDA with the requirements at the telephone numbers or address listed above.

Open Houses:

**October 24, 2011
4-6:30 p.m.
Clarksville Branch Library
1312 Eastern Blvd.
Clarksville, IN**

**October 25, 2011
4-6:30 p.m.
Louisville Free Public Library's
Highlands-Shelby Park Branch
1250 Bardstown Road
Louisville, KY**

Oldham Era +
Pioneer News

10/13 + 10/17 - Oldham
10/17 + 10/19 - Pioneer

2011-2015 TRANSPORTATION Improvement Program and Horizon 2030 Long Range Transportation Plan Amendments

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1312 Eastern Blvd.
Clarksville, IN

Oct. 25, 2011 4-6:30 p.m.
Louisville Free Public Library's Highlands-Shelby Park Branch 1250 Bardstown Road Louisville, KY

Evening News
The Tribune

10/22/11

2011-2015 Transportation Improvement Program and Horizon 2030 Long Range Transportation Plan Amendments

The Kentuckiana Regional Planning and Development Agency is seeking public comment on proposed changes to projects in the 2011-2015 TIP and Horizon 2030 Long Range Transportation Plan. Project information will be available for public review from 10/19 to 11/3 at public libraries in Bullitt, Clark, Floyd, Jefferson and Oldham counties and at www.kipda.org/Transportation/Drafts.aspx. Information may also be obtained and comments made by attending the Open Houses listed below, or by contacting Josh Suiter at 502-266-6084, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Please send comments to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or by email to Kipda.trans@ky.gov.

In accordance with the Americans with Disabilities Act, people needing assistance should contact KIPDA with the requirements at the telephone numbers or address listed above.

Open Houses:

October 24, 2011
4-6:30 p.m.
Clarksville Branch Library
1312 Eastern Blvd.
Clarksville, IN

October 25, 2011
4-6:30 p.m.
Louisville Free Public Library's
Highlands-Shelby Park Branch
1250 Bardstown Road
Louisville, KY

Louisville Defender
10/20/11

**2011-2015
Transportation
Improvement
Program and Ho-
rizon 2030 Long
Range Transpor-
tation Plan
Amendments**

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Road
Louisville, KY**

The Courier-Journal

10/16/11



Kentuckiana Regional Planning
and Development Agency

Horizon 2030 Metropolitan Transportation Plan and Transportation Improvement Program Amendment Open House

October 24, 2011

4-6:30 p.m.

Clarksville Library

1. *Tina Hambley*
2. *Michael Carnick, Corydon, IN*
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____



Horizon 2030 Metropolitan Transportation Plan and Transportation Improvement Program Amendment Open House

October 25, 2011

4-6:30 p.m.

Highlands-Shelby Park Library

1. Eric Pruitt Louisville Water Company SL 9-3600 x 2269
2. DAVID E. BLANK (502) 452-1081
3. Ruth Ellen Flint 502 574-1572
4. Emily C Boone 502-585-3430
5. CURTIS STOVER 502-584-6458
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
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17. _____
18. _____
19. _____
20. _____

Summary of Public Comments

Note: Although there were 30 comments some of these comments referred to several projects or subjects within a submitted comment.

Subject of the comment	Number of references to this subject
Ohio River Bridges Project	14
Tolls on the bridges	12
Dixie Highway Corridor	1
Dixie Highway Sequencing	1
I-264/Manslick Interchange	1
Farnsley Moreman projects (KIPDA IDs 1822, 1920, 1918, 1919)	1
Greenwood Road (KIPDA ID 128)	1
St. Andrews Church Road and Manslick Road	1
Stonestreet Road Interchange	1
Planning to address the health concerns in our community	1
Air quality	3
Energy	1
Building a sustainable mobility system	1
Logistics	1
Bullitt Commuter Project	1
Widening KY 44 - Deletion	1
Highway 61 in Bullitt County	1
Overall approval of changes	3
Brownsboro Road Diet	1
Big 4 Bridge	1
Northwestern Parkway Road Diet	1
Olmsted Pathways	1
Bicycle and Pedestrian Improvements	1
Transit	2
US 42 and the Watterson Interchange	1
Eastwood/I -64 Interchange	1
Painting the Sherman Minton Bridge	1
Sherman Minton Closure	1
Urton Lane/I-64	1

Comment 1:

My suggestions for the revised Transportation Improvement Program relate to the "I-64 bridge crossing for the proposed Urton Lane extension".

I personally believe that our property with other nearby large, undeveloped properties (both north and south of I-64, west of the Snyder Freeway) are very important for near and long-term economic development and job creation in the eastern part of Louisville Metro. Other important properties in the area include the Ochsner and Joe Guy Hagan properties north of I-64, and the Hollenbach-Oakley Blankenbaker Station and Holloway properties south of I-64, as well as several other properties both north and south of I-64.

This I-64 bridge crossing is especially important when considering that the Urton Lane extension connects to the north to North English Station Road (proposed for widening) and the Old Henry interchange, and then further north to the proposed Old Henry Road extension to Crestwood and I-71. The Urton Lane extension connects to the south across I-64 to the Hollenbach-Oakley Blankenbaker Station development, and then further south connecting to both Taylorsville Road and Bardstown Road.

My main comments and suggestions include:

- Most of the Urton Lane Extension alignment and cost will likely be covered as proposed development occurs, with many sections of the Urton Lane extension already existing or planned.
- However due to the high cost, timing, and planning required, the Urton Lane bridge crossing of I-64 is the big gap that appears to need near-term State leadership and financing.
- Financing and planning for this I-64 bridge crossing should eliminate much uncertainty in the area, and accelerate the Louisville Metro economic development opportunities available along this important corridor, both north and south of the existing I-64 barrier.

Your help to promote this I-64 bridge crossing is greatly appreciated. Thanks for your assistance.

-- David Dries

KIPDA response:

Mr. Dries,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Thanks!

Josh Suiter

From: Raney, Jeremy [<mailto:Jeremy.Raney@louisvilleky.gov>]
Sent: Wednesday, November 30, 2011 9:04 AM
To: David A Dries
Cc: Suiter, Josh S (KIPDA); Riggs, Shawn
Subject: RE: Comments re proposed Transportation Improvement Program

Mr. Dries, I will pass your comments along to our Project Management staff, so that as this project progresses your comments will be included in the project file. Currently, we are designing the section of the Urton Corridor from Taylorsville Road to Rehl Road due to the planned development and the Metro Council funding to assist in the corridor design. At this time funds are not available to begin any design on the section that you are referring to, but progress is being made on the central section of the corridor.

From: David A Dries [<mailto:davidadries@gmail.com>]
Sent: Friday, November 18, 2011 5:11 PM
To: Raney, Jeremy
Cc: Suiter, Josh S (KIPDA)
Subject: Fwd: Comments re proposed Transportation Improvement Program

Jeremy,

Related to the Urton Lane Extension project, Josh Suiter at KIPDA mentioned that you are the Louisville Metro contact for this project.

For the Urton Lane Extension bridge crossing of I-64, I made the following recommendation to KIPDA's Transportation Improvement Program (TIP). It is my understanding that this project is in KIPDA's TIP and is considered an important project, subject to available funding as usual.

As mentioned in my e-mail below, I believe that the relatively short Urton Lane bridge crossing of I-64 is very important for major economic development in an extremely strategic employment area of east Louisville Metro.

Thanks for any help that you may provide in promoting the Urton Lane bridge crossing of I-64.

David Dries
502.777.0700

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:14 PM
To: davidadries@gmail.com
Subject: FW: Comments re proposed Transportation Improvement Program

Mr. Dries,

Members of KIPDA's transportation policy committee met yesterday and asked that I to send you some comments from them.

First, Louisville Metro government is the sponsor of this project and if you would like more information it you can contact Jeremy Raney at Jeremy.Raney@louisvilleky.gov.

They also wanted you to know that this project is in KIPDA's Metropolitan Transportation Plan and is an important project. As always the case, as funding becomes available this project will move forward.

I hope you find this helpful!

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

Comment 2:

All changes look acceptable.

Any activity, policy, or update which accelerates construction of a new East End Bridge is welcome and long overdue.

--Ronald Repp

KIPDA response:

Mr. Repp,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Thanks!

Josh Suiter

Comment 3:

Dear Friends,

Seems to me it would make a great deal of common sense to paint the Sherman Minton Bridge while it is traffic free. It needs paint badly and has to cost less with no traffic to deal with.

Rick Tonini

Tonini Church Supply Co.

KIPDA response:

Mr. Tonini,

Thank you for your email. I will share it with the transportation policy committee and I also shared it with the Indiana Department of Transportation.

Here is their response:

While we agree that all work that can be done to the bridge while it's closed is a great idea, painting at this point is not an option. Bridge painting should be done in warmer weather. If the weather becomes severe cold enough during this winter, INDOT will also pull the contractor off of the current repair project due to safety. We are looking into doing another contract for bridge painting later on and understand the frustrations that motorists face with lane restrictions. INDOT is looking into other options of doing some joint repairs, deck patching and other minor repairs while the bridge is closed.

Kathy L. Eaton-McKalip
District Deputy Commissioner
INDOT - Seymour District

812-524-3702
kaeaton-McKalip@indot.in.gov

If I can do anything further, please let me know.

Thank you!
Josh Suiter

Comment 4:

I am in favor of anything that gets Shermon-Minton open and at least one more bridge built across the river!!!

Christine Harbeson
Interfaith Community Council

KIPDA response:

Thanks for the comment, Christine! I will make sure to share it with the policy committee.
Josh Suiter

Comment 5:

Please refresh my memory on why the Fisherville to Eastwood / I-64 Interchange project doesn't appear on this 2030 Horizon plan.

--Jerry Miller

KIPDA response:

Mr. Miller,

The list of the project that went out for public review are only amendments to the Metropolitan Transportation Plan (KIPDA's 20 year planning document) and the Transportation Improvement Program (KIPDA's short range planning document) so this project won't appear on this list because no changes to it are proposed. However, this project is in the Metropolitan Transportation Plan. The KIPDA identification number for this project is #1366.

I hope this helps. If you need more information, please let me know.

Josh Suiter

Comment 6:

I was checking around on the KIPDA website for information on a project that was presented to our neighborhood about a proposed intersection at US 42 and ran across the following from the July meeting minutes of the Transportation Committee. It is **Amendment 2 of Horizon 2030 Metropolitan Transportation Plan Amendment 2 of FY 2011 - FY 2015 Transportation Improvement Program**. I'm trying to figure out what the document it was added to means, why it was added, when action is expected etc....It sounds like it may just be the slip ramp not the whole intersection re-do which I believe is also under consideration. I'm just basically trying to figure out where both projects are at in the planning/approval process. Our understanding in the neighborhood was there were funding and study

delays that were pushing the big intersection redesign project back and now I see this. If it is easier to discuss/describe by phone please call my cell 523-6684 at any time. Thank you!

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 Move FY 2012 ROW to FY 2011, \$500,000; Move FY 2012 Utilities to FY 2011, \$400,000; Move FY 2013 Construction to FY 2012, \$Regionally Significant -- Add 804.00 I-264/US-42 Brownsboro Road) as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study. KYTC Change Open to Public date

Michael J. Wise CPA

KIPDA response:

Mr. Wise,

I apologize for the delay in getting a response to you. The amendment to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) that you referred to in your email was approved by the KIPDA Transportation Policy Committee (TPC) on July 28, 2011. These documents are the transportation planning documents that KIPDA's TPC uses to determine who federal designated to be funneled through KIPDA are spent. The TPC is made up of elected officials and appointed officials within KIPDA's Metropolitan Planning Area.

Projects are added to the MTP and the TIP by a project sponsor. The project you mentioned below only includes the reconstruction of the Watterson Expressway Interchange at US-42 including slip ramp to KY 22 as recommended by 5-390.00 I-264/US-42 Interchange Scoping Study. This is the only part of the project that is in the KIPDA documents.

However, you might contact Andrea Clifford with the Kentucky Transportation Cabinet to get additional information. I have copied her in this response.

Please let me know if there is anything else I can do for you.

Thanks!
Josh Suiter

Mr. Wise's email to Andrea Clifford:

Ms. Clifford

In reading the reply from Mr. Suiter, I see the current US 42 project is only a slip ramp on to HWY 22. About two years ago there was a big study and recommendation of re-doing the intersection at 42 and 264 plus changes to traffic flow on 42. Do you have any information on the current status of that project? Or would you know where I could get info and follow the status?

Thank you.
Michael J. Wise CPA

Andrea's response:

Mr. Wise,

The larger scoping study has been completed and the scoping study made several recommendations for interim improvements as well as an ultimate ramp configuration. Each of the interim improvements can be utilized in the ultimate interchange configuration. The slip ramp was one of several interim projects the study recommended. We are currently in the design phase on several of the interim recommendations with the slip ramp being one of those.

There presently is no funding to proceed with the design of the ultimate interchange.

Comment 7:

I applaud KIPDA for including TARC's comprehensive operational analysis "Public Transportation Now and in the Future" in the 3rd amendment to the Horizon 2030 Plan. I hope that this study will guide future planning decisions and help ensure that transportation funding is increasingly allocated to transit. This study provides an opportunity to plan and envision a world class transit system for our region. This plan must be supported with funding. But a small percentage of the \$2.916 billion proposed for bridges would make a significant impact on our transit system.

--Curtis Stauffer

KIPDA response:

Mr. Stauffer,

Thank you for coming to the KIPDA open house about the proposed amendments to the Transportation Improvement Program and the Metropolitan Transportation Plan.

I wanted to let you know that I will be sharing your comments with members of the Transportation Policy Committee prior to their meeting on November 29. They will be voting on the proposed amendments at that meeting.

Thank you for your involvement and comment. As always, if I can be of further assistance please let me know.

Sincerely,
Josh Suiter

Comment 8:

Thank you for progressing on the Brownsboro Road diet. Thank you for moving ahead on the Big Four Bridge. Thank you for moving ahead on the Northwestern Parkway Road diet. Thanks for moving ahead on the Olmstead Parkway Bicycle/Pedestrian Improvements. Thanks for moving ahead on the TARC High Capacity Corridors.

Woefully lacking is an effective mass transit program to reduce vehicle commuting by 80% to make the air breathable and reduce cancer. When is such a plan going to be provided? It was needed YESTERDAY!

--Emily Boone

KIPDA response:

Thank you for coming to the KIPDA open house about the proposed amendments to the Transportation Improvement Program and the Metropolitan Transportation Plan.

I wanted to let you know that I will be sharing your comments with members of the Transportation Policy Committee prior to their meeting on November 29. They will be voting on the proposed amendments at that meeting.

Thank you for your involvement and comment. As always, if I can be of further assistance please let me know.

Sincerely,
Josh Suiter

Comment 9:

To Whom It May Concern:

My wife and I have watched the travails of the traffic each morning as it moves across the Kennedy and Clark bridges. There are just a couple of points that I would like to make and a couple of suggestions. Points:

- 1) Traffic on the Kennedy and the approach to the Kennedy have always been slowed by aggressive drivers wanting to run across the bridge in the left or center lane and dive into the right lane as close to the I-71/I-64 exit as they can. This has caused numerous accidents in the past. In the first week of the lane barriers this problem was alleviated. Of course, by the end of the first week most of the barriers had been run over and destroyed. As a result we are back to stop and go in all the lanes of traffic crossing the bridge and a slowing of the traffic.
- 2) The traffic situation that we have now, except for the Floyd and Harrison County residents, is not as bad as one would believe. If you have spent 2 hours getting to work in Chicago thirty minutes seems like a breeze. We are spoiled. Still there is much wrong here in the valley with gas fumes from crawling traffic and wasted efficiency.
- 3) I am not for the tolls. I cannot afford the tolls. I already give Louisville 1.5% of my salary. My wife and I both work in Louisville. The present expected rates, as published this morning, we would each pay \$3.00 per day to work at our jobs. That is an average of \$6.00 per day for 22 days per month. \$132.00 per month for work. I have three daughters with 4 grandchildren-to date living on Louisville. If I want to see them, it is another \$3.00 per trip. Going to church is another \$12.00 per month. Pretty soon we are paying Over \$150.00 per month for crossing bridges that I have already paid for with my tax dollars over my lifetime. Of course, My Dad and Mom paid for the Clark bridge so I won't take credit for that. That money will not be spent on goods and services in the community. Lost tax dollars and lost jobs will be the result.

Suggestions:

- 1) An East end bridge is necessary. More to Kentucky than to Indiana. It will give Kentucky a chance to steal many of the companies now open or planning on opening as a result of the Indiana Port on the Indiana side of the Ohio River. It will also alleviate much of the burden on spaghetti junction in downtown Louisville. I believe, that with an East end bridge finished the reasonable thought process would be to build a West end Bridge connecting I-265 to I-64 in

Indiana at Westport, Kentucky. If the East to West bound traffic then uses I-265 to bypass Louisville to the South and the North the necessity of a third downtown bridge become mute. Of course downtown Louisville will feel left out, but who wants 10,000 semis a day crossing the Riverfront?

- 2) The cost of redoing spaghetti junction is a Kentucky problem, but if we don't have as much traffic in downtown Louisville, spaghetti junction should not have to be rebuilt. Indiana already had to pay for a good half of the Kennedy bridge repainting after Kentucky politicians P****d away tens of millions of dollars, trying to get it done, through corruption and incompetence. We should not trust the future of the magnificent between Louisville and Southern Indiana to Kentucky politicians.

Thank you,
Thomas O. McCoy, CPA, MBA

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.
Josh Suiter

Comment 10:

I approve of the changes. These changes are long overdue. Look forward to those changes.

--Tom Tebault

KIPDA response:

Thank you for stopping by the KIPDA table at the Green Tree Mall Business Expo and taking the time to review the proposed amendments to the Transportation Improvement Program and the Metropolitan Transportation Plan.

I wanted to let you know that I will be sharing your comments with members of the Transportation Policy Committee prior to their meeting on November 29. They will be voting on the proposed amendments at that meeting.

Thank you for your involvement and comment. If I can be of further assistance, please let me know.

Sincerely,
Josh Suiter

Comment 11:

- (1) Can I get the details of the Bullitt Commuter project? What it is for ? What are the cost and travel areas? Concerns are – Many roads in BC are two lanes. In the Louisville Area buses stop and sit if ahead of schedule and wait for people to unload bikes etc. This could cause a large backup on such roads as Hwy 44, 61.

- (2) Project 416 - Widening of 44 Delete from plan is this being replaced with some other solution to the congestion problem?
- (3) Can I get the funding and construction time table on the widening of Hwy 61 in Bullitt County? Property bought for this project is becoming a parking lot for SEMI trucks. (the old bowling alley property) This section of the widening project from John Harper to Bells Mill Rd needs to move forward. I am hoping that funding is in the 5 year plan.

--Tonya Taylor

KIPDA response:

I have spoken with Miller Transportation regarding one of your questions and Andrea Clifford with the Kentucky Transportation Cabinet regarding your other questions and here is what I have found out:

- (1) Can I get the details of the Bullitt Commuter project? What it is for ? What are the cost and travel areas? Concerns are – Many roads in BC are two lanes. In the Louisville Area buses stop and sit if ahead of schedule and wait for people to unload bikes etc. This could cause a large backup on such roads as Hwy 44, 61.

John Miller, of Miller Transportation, said “This is a Reverse commute project.— The term “reverse commute project” means a public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities. There are no stops on Bullitt County two lane roads. All Bullitt County stops are at the employment centers which are located in business parks or on the employers property. The service area is for employees in Jefferson County mostly West of I65 traveling to the Salt river Business park. It is currently planned that there will be no fare to the riders.”

- (2) Project 416 - Widening of 44 Delete from plan is this being replaced with some other solution to the congestion problem?

Andrea Clifford said “The KY 44 widening from I-65 to 31E (includes the Floyds Fork area) is near the completion of Phase I design, widening the roadway to 5 lanes. All other phases (Phase II design, utility relocation, right-of-way acquisition and construction) are listed as non-six year in the road plan. This means funding is not available for any of these phases at this time. There are 3 intersection projects within this area that are in Phase II design. These projects are at the Bells Mill Road intersection, the Bogard Lane and Lloyd Lane intersection and the Fisher Lane and Armstrong Lane intersection. Right-of-way appraisals have begun on the Fisher Lane and Armstrong Lane project.”

- (3) Can I get the funding and construction time table on the widening of Hwy 61 in Bullitt County? Property bought for this project is becoming a parking lot for SEMI trucks. (the old bowling alley property) This section of the widening project from John Harper to Bells Mill Rd needs to move forward. I am hoping that funding is in the 5 year plan.

Andrea Clifford said “The KY 61 project is presently on hold due to the lack of state funds. The previous Road Plan (2010) prioritized the state funded (SP) projects and this project did not receive a priority tag. District 5 is hopeful that the upcoming Road Plan will provide the necessary funding

to proceed with the utility relocations and the construction of the section in question, Bells Mill Road north to the reconstructed section of KY 61 at John Harper Highway."

If I can be of further assistance, please let me know. I hope this answers your questions.

Josh Suiter

Comment 12:

I have lived in two other cities, St. Louis and Des Moines. I have lived in Louisville for 35 years now. I love Louisville for its friendly people. I have some passion for seeing it progress in a reasonable, logical way that maintains the natural beauty of the terrain. I want to make Louisville provide strong, desirable characteristics that further its reputation as a charming city. But, it needs to be a more progressive place to attract and keep business here as well.

So, what do I say? Read "The Great Bridge" by David McCullough." The Chief Engineer for the project stated he dealt with over 120 politicians in the fourteen years it took to build the bridge. (The bridge was finished in 1882.) Imagine, ONLY fourteen years. Of course NYC and Brooklyn were impatient then as well and thought it was taking much too long.

With the committees, studies, media, politicians etc. involved in the 40-50 plus years this topic has been under consideration in Louisville, how many people have held this up? My guess would be thousands! The more politicians involved, the more elections involved, the longer this will take. Louisville has a LONG history of being "on the fence". The "town" can never make up its mind what and who it really is. It could not take sides in the Civil War, it doesn't know if it is a city or really just a big small town. (Anyone remember selling the snow plows to Indianapolis because we weren't using them?)

Until fundamental issues are decided, nothing will ever happen. Other communities will just pass us by. I personally believe that the 8664.org group has the best solution for this issue. I also think this is the biggest single issue for Louisville, since so much else is dependent on this. (I don't think we will be able to solve our failing public schools until we can show the guts to solve this.) I see it as nothing more than a political football.

Getting back to my opening statement, in their situation, the chief engineer, Washington Roebling, was absolutely steadfast in his dedication. He is the only reason that the Brooklyn Bridge was built. He perfected the design and withstood all the TREMENDOUS amount of grief that was thrown at him for simply carrying forth the vision of a suspension bridge to connect Brooklyn and NYC. Grief that was staggering even by today's standards. Including his father's death, his own illness because of the bridge construction, the Tweed Ring scandal and a procession of politicians that used the bridge for any political advantage they could gain from it. So, who is our champion for the situation in Louisville? Does this city have the intestinal fortitude to do what you and I know is the right thing to do? (BTW it is also a great question for national government as well).

You have the advantage here since you now know a bit about me. I don't know who you are who will be reading this. But, I do hope you can take something from what I have said here to help frame your ideas a bit better. If so, then I suppose it has been worth my time. I hope your connections to this problem will help our Louisville to step up and do the right thing, build the east end bridge SOON and help make the city someplace people would want to stop and explore rather than a city bottleneck to drive past as fast as possible.

So Louisville is "planning to build 100 year infrastructure that exclusively connects to a 1950s style elevated waterfront expressway on the city's image defining gateway. Meanwhile Prospect receives a \$795 million 3 mile 4-lane luxury highway that includes a \$261 million tunnel and a 4-story cut into the hillside. Riverfields political donations and legal obstruction has resulted in a plan that spares no expense in the east end while shortchanging our central business district's riverfront. Louisville will be effectively unmarketable to the world in the mid to late 21st century."

That sort of archaic thinking is exactly what will keep Louisville from ever being a true modern city. We will look like exactly what I have been expressing here, a place to drive past as fast as possible. It will make the "Yum Center" look out of place among a boondoggle transportation system.

Please, please think about what you are really doing here. This city deserves MUCH better than this humongous highway system hovering over the most precious resource we have, the Ohio River. It will shame us in the long run.

Jean Holley

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 13:

I recognize the need to improve infrastructure and fully endorse the building of the East End Bridge, with tolls if needed. But I oppose tolls on I-65 as I believe it will divide the community. I am a native and both sides of the river have worked for years to unite the communities. I believe tolls on I-65 will send us back decades.

Thank you for your time,
Cathleen M. McCarty MBA

KIPDA response:

Ms. McCarty,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 14:

I don't know how many more ways to say this, but we need to be fiscally responsible and stop trying to build more than we can afford. These are economically challenging times for many of us, and with people losing jobs, having pay cuts and unemployment, trying to add on a new "tax" to get to and from work does not make sense. I am very frustrated by the number of months we've been at this. If we were in economically flush times all the fancy ideas might make sense, but the bridges have dragged on and on. Southern Indiana would be responsible for the majority of the cost for building the bridges as we use it to go to work in Kentucky, though some do come from Kentucky to work here. Telling us to find new jobs is easier said than done, due to the economy, and forget telling us to sell our homes and move across the bridge. I think most of us will stay in our homes for years because the housing market isn't moving. We still don't have an answer for the Sherman Minton Bridge, and its been closed now for how long? We need help not more hindrance. If we have to make do with less so be it. Let's take care of what we currently have, and not keep hounding us for more, more, more.

Sincerely, Tierni Moore

KIPDA response:

Tierni Moore,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 15:

I'm writing to inform you I believe we desperately need an East End Bridge. For the life of me I don't know how anyone in this area can deny that fact. I also believe it can and should be built without tolls on I-65. Tolls would most certainly put additional strain on an already fragile local economy.

Thank you for your consideration.
Kim Klemens

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 16:

There should absolutely be no bridge tolls. We pay enough to put gas in our vehicle & then to add tolls to go across the bridge. We are already tax poor for every penny we earn & spend. Stop the madness with bridge tolls!!

--Billie Jo Lucas

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 17:

I am voicing my opposition to any tolls to the I-65 bridge.

--Terry Northern

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 18:

The priorities within the Ohio River Bridges project are flat out unacceptable. The 3 mile KY east end approach is budgeted \$795 million and retains the absurd \$1/4 billion tunnel. The downtown spaghetti junction redesign, where 3 interstates converge is now budgeted \$724 million with \$0 for aesthetic improvements on our city's central business district riverfront, image defining gateway and historical heart. The only poll ever done on a tolled downtown Ohio River Bridge indicated that >60% were opposed. And now we learn that the Wilbur-Smith tolling study is using pre-recession data and increasing the value of time variable 66% without any justification in a city that is consistently ranked as one of the lowest cost of living metro areas in the country. The Value Of Time assumption they are using is higher than a previous tolling study in Washington D.C.--one of the city's with the highest cost of living in the country. The combination of the blatant inequity in the treatment of downtown Louisville versus the wealthy east end, the documented lack of public support, and the fact that they are cooking the books means this project has crossed a line. It is now a crime against democracy and if we are unable to prevent the biggest urban planning mistake of the 21st century we will work tirelessly to deny this project toll revenues. By ignoring the will people this project sets a very dangerous precedent and we will spend decades reminding Louisville and the world of this egregious crime and that Louisville's central business district's riverfront is completely inadequate to compete in the 21st century. Prevent the biggest urban planning mistake of the 21st century. Divide the project, not the community. Build the

east end bridge and multiple local-access bridges now. Defend democracy boycott downtown toll bridges. Save Louisville.

--Stuart Noland

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 19:

Please only build the East Bridge and without any tolls.

Thomas Duffy III, Architect

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before the amendments are voted on during their November 29 meeting.

If you need anything further from me, please let me know.

Josh Suiter

Comment 20:

I wish to comment specifically on KIPDA ID #52, Ohio River Bridges Project. Now that the project is officially open for changes as evidenced by the request to "Reduce the Plan Project Cost from \$1,166,900 to..." I suggest the plan be reduced even further. As is, anyone with any common sense knows there is not enough Federal & State money to complete this project. People that refuse to make changes when necessary are actually holding up progress and keeping people from getting jobs and getting work done in a timely matter. We do not need to stick with an outdated old plan to double our Interstate capacity from 2 to 4 bridges. We need perhaps one bridge, but even more so some local access bridges that can be built in a timely fashion, along with other possible alternatives. Either lead, follow, or get out of the way.

--Greg Zahradnik

KIPDA response:

Mr. Zahradnik,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 21:

I was not able to download and view most recent documents. However, I live by the ramp from I 264E to I64E and am very concerned about regional transportation issues.

The city of Louisville's location, airport facilities, train service, highways, etc. has made this area become more attractive from a logistics perspective. However, I feel like it is long overdue that the people of this city wake up and realize that logistics is killing us - figuratively and literally. I have lived in my house for sixteen years, and have spent many, many, many days enjoying my big backyard which is one of the reasons I moved here. The adjacent interstate was simply like a busy road mostly out of view, and the worst of the traffic and noise seeming like it was a bit more distant. Then that all changed, seemingly overnight. No signs put up, letters sent out, public hearings, etc. Why? Logistics. I don't know the number, but can guess that the number of trucks passing by my house (75 feet from ramp) was perhaps 25, 30, ?40 per hour a few years ago....but increased essentially overnight to 75,80 up to 90-100 per hour. Huge increase, and at the flip of a switch, or perhaps a computer key. Why? Logistics. Dump trucks, Cement mixers, trucks hauling all kinds of construction equipment & materials (& note many construction related vehicles are exempt from noise, air pollution regulations that otherwise would apply), tanker trucks, scrap metal, and a whole lot more all rumbling through & often spewing soot directly onto our property and if outside ourselves due to use of auxiliary exhaust brakes (such as Jake brakes, a particular brand/trademark). Logistics means trucks from Riverport area that are going to destinations east of the city now travel along a very congested, urban & residential corridor of I 264 to access I 64E. Why? Three miles shorter distance than traveling the much less congested I265, which is also much more offset from residences and any area where people are apt to be outdoors. Three miles saved equals money in the driver's pockets - I can't blame them. But nickels and dimes saved by individuals is resulting in hundreds, thousands of dollars in losses to property owners, residents of neighborhoods along I264, I64 due to loss in property value, not to mention quality of life (including ability to sleep, concentrate - it -has- to be impacting the abilities of schoolchildren to learn, loss of time enjoying recreation outdoors, socializing with neighbors). It also poses significant threat to our lives not only from resultant profound increase in noise and subsequent disruption, but also from poor air quality and even direct exposure to diesel soot raining down because of often unnecessary use of auxiliary exhaust breaks by trucks. I've gone outside at 5:30 AM & the neighborhood reels of diesel fumes. You go outside & come back in and you smell, and taste nasty diesel soot. No doubt you have been coated with it by passing trucks. I've had times when taking my garbage out to the curb has resulted in my eyes, nasal passages/airways burning from diesel wafting in the air, completely surrounding my house. Open the door at the wrong time and suddenly you'll smell, taste diesel soot in the kitchen - even though the door is now shut. Why? Good 'ol logistics. A few cents saved, a few minutes saved trumps quality of life and even life itself for the people living in this city. Recently there was an article in the paper about the proposed expansion of Zappo's, which means more jobs in the area. Good news for the unemployed, the local economy. A lot of their products will be shipped by air (which is also a source of noise, air pollution); products shipped by ground to ex. Northern Kentucky will most likely be shipped by trucks traveling I65 to I264 to I71. Why? Logistics. Anything being transported from south of the city (ex Nashville, Louisiana, etc) to places northeast of the city (ex Cincinnati, Detroit, etc) via truck will likely involve a route including I65 to I264 to I71. Why? Logistics. It is shorter distance to utilize I264 vs I265 to get between I65 and I71, & miles saved equals money saved. Keep this in mind when analyzing impact of proposed bridges over Ohio River. Avoiding congestion will not be as much of an incentive as saving on

miles, amount of gas used for some drivers. Next time you're behind trucks exiting I71S to I264W, follow them and notice how many, if any, exit I264 or even I65 locally. And next time you see a big line of cars and trucks waiting to exit I264W to I65So, or I65North to I264 E, just think about how many vehicles could have used I265 quite easily but opted not to in order to save a few nickles, dimes. Look at the haze, air pollution. Look at the houses with little, insufficient barrier between them and the highway and years away from getting protection. Know that the people who live in those houses will likely have shorter lifespans, which thanks to logistics will likely be even shorter now and otherwise much more likely to include lung diseases associated with air pollution, increasingly esp due to exposure to diesel fumes, soot. And smile about the "logistics industry", jobs created, boost to the economy.

I have nothing against enticing businesses to the city, creating jobs. Nothing against truck drivers as it is not an easy way to make a living, lots of regulations, and taking the shortest route and trying to save money is something most of us would consider. But why should so many of us have to incur huge losses financially, loss of quality of life, and even loss of life? The city has overlooked this aspect, and its long overdue that something be done about it.

--Barbara Woerner

KIPDA response:

Ms. Woerner.

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 22:

For the proper regional development of our river city region, our public and our local governments opinion must be considered. KIPDA should advise the Bi-State Authority to revise its finance plan to removing tolling from I-65. ***Our community is not behind this project with tolls on I-65.*** KIPDA must take part in making this project into one that our community can support.

The Courier Journals article on the comments from the public meetings held in June showing how they reflect that.

<http://www.courier-journal.com/article/20110828/BUSINESS/308290007/1001/Comments-favor-one-Ohio-River-bridge-now?odyssey=mod|newswell|text|Home|s>

There is also over 11,000 petition signatures opposed to tolling I-65. (Collected in 9 weeks). 9 resolutions from all of our river city communities opposed to tolling I-65, ***and a new resolution reiterating Jeffersonville's resolve not to toll I-65. (Both Bridges will be in Jeffersonville, on the Indiana side)***

1. Jeffersonville City Council
2. New Albany City Council

3. Clarksville Town Council
4. Sellersburg Town Council
5. Utica Town Board
6. Clark County Council
7. Clark County Commissioners
8. Greenville Town Council
9. Louisville Metro Council

Two resolutions opposed to tolling I-65 from government community business organizations:

1. Jeffersonville Main Street Association
2. Southern Indiana Tourism Bureau

Our community does not support tolling I-65. If this current project is to move forward, the KIPDA must direct the Bi-State Authority to NOT include tolls on I-65. This is critical to the attaining the current regional vitality our river city community is currently blessed with. Tolling I-65 would be a divider of our community.

Thank You,
Paul Fetter
Co-Founder
Organization for a Better Southern Indiana, Inc.
No2bridgetolls.org
(812) 283-5555 ext 27

KIPDA response:

Mr. Fetter,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 23:

Dear KIPDA,

I am writing concerning the proposed tolls on the I65 bridge. I am opposed to ANY tolls being placed on a bridge that has already been paid for many times over, not to mention the obvious financial problems it would bring to the southern Indiana economy especially.

Thank you, Kathy Northern Sellersburg, IN

KIPDA response:

Ms. Northern,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 24:

To: The Kentuckiana Regional Planning and Development Agency (KIPDA)

"I do not believe my voice and opposition to tolls has been heard because of bureaucratic process and disinformation by the Bridges Project Team. My position remains: **No tolls**-build what we can afford beginning with the East End Bridge."

NO TOLLS ON ANY BRIDGE

None of the tolling options are acceptable. I am in favor of building a bridge project that can be built without tolls beginning with the East End Bridge.

If the modified project cannot be built without tolls, other alternatives should be considered including, eliminating the tunnel, building just the East End Bridge, and other cost-saving measures. The Sherman Minton Bridge closure should not be used as an excuse to implement tolling.

I support improving the infrastructure. Spending more than we have is why America is in financial trouble. Build what we can afford and start with the East End Bridge. **Do not finance with tolls!**

Tolling will be a new "Hoosier tax" (cost of being a Hoosier) in this river city community. Southern Indiana is part of the complete Louisville Metro Area, representing about 1/8 of the population, yet absorbing 80% of the tolling. Tolls will have a disproportionate impact on Southern Indiana as 40,000 Hoosiers commute to Louisville on a daily basis. Almost all Hoosiers have to travel to Louisville, very few Kentuckians have to travel to Indiana. This will take \$50 million a year out of our Southern Indiana economy annually in tolls alone.

We should not think that tolling solves problems, when in reality **tolling has resulted in so many problems. We should not allow tolling to take place. Keep reading to see examples of the many, many problems that have resulted from tolling:**

Toll Bridge Problems in the News

Audit: Grand Isle toll bridge system fraught with problems

*A toll-collection system in south Louisiana is riddled with problems and may take **\$10 million to replace,** the legislative auditor said.*

<http://www.2theadvocate.com/news/112586279.html>

Tacoma Narrows bridge tolling contractor has had problems in other states

*Thousands of bridge toll violations arrive in mailboxes, touching off a public uproar among residents who say they **don't deserve the fines.***

<http://www.thenewstribune.com/2011/06/12/1702662/tolling-contractor-has-had-problems.html>

Florida Toll Bridge Agency in Dire Straits

The authority is the second toll agency in the Southeast that is in severe financial trouble.

http://www.bondbuyer.com/issues/119_408/florida-toll-bridge-agency-1016207-1.html

Toll bridge threatened by bankruptcy ...unless some sort of miracle happens soon, the bridge is going to default on its debts and its ownership will be snatched from the Santa Rosa Bay Bridge Authority.

<http://www.nwfdailynews.com/articles/bridge-37323-bay-rosa.html>

La 1 toll bridge has collections issues

A \$161 million toll bridge in far south Louisiana, which is embroiled in new controversy, has been plagued with troubles since it was authorized in 2005.

<http://www.2theadvocate.com/blogs/politicsblog/113945909.html>

What's behind the Delaware River Joint Toll Bridge Commission's sudden toll increase plan?

Should the toll bridge commission, to secure its surplus, be raising car tolls 33 percent and hitting truckers harder with gas prices nearing \$4 a gallon?

http://www.lehighvalleylive.com/tony-rhodin/index.ssf/2011/05/the_morning_note_whats_behind.html

Audit of New Orleans toll bridges unveils problems

According to the Louisiana Legislative Auditor, the electronic toll system used on the bridges does not work properly...

<http://www.intheknowla.com/voiceology/headline-news/1460-audit-of-new-orleans-toll-bridges-unveils-problems.html>

E-toll problems on Carquinez bridge CA

Electronic tolling is getting a bad name in the Bay area.

<http://www.tollroadsnews.com/node/1922>

Consultants handling Seattle bridge tolling have history of problems

Listen to this story from Cindy Christianson of Minneapolis, Minnesota: After she got a notice in the mail she owed \$104 to the Illinois Toll Road Authority - a state she hadn't visited in years.

<http://www.king5.com/news/local/Tolling-company-hired-by-WSDOT-has-history-of-problems-123781509.html>

Ron Angle wants resolution to abolish Delaware River Joint Toll Bridge Commission

Northampton County Councilman Ron Angle has some words for the Delaware River Joint Toll Bridge Commission: See ya!...

...a New Jersey state legislator said he plans to submit legislation today to abolish the commission following Monday's vote to increase bridge tolls.

http://www.lehighvalleylive.com/northampton-county/index.ssf/2011/05/northampton_county_councilman_4.html

Delaware River Bridge Tolls Increase July 1st

The toll jumps from \$4 to \$5 to use the Walt Whitman, Ben Franklin, Commodore Barry and Betsy Ross Bridges.

<http://philadelphia.cbslocal.com/2011/05/18/105557/>

From Good Intentions to Common Corruption

According to Dyble, a large portion of bridge toll revenue went to lobbying, including a major campaign to stop rapid transit, which might cut into toll profits. It also went to fund lavish parties, tours of Europe and a fleet of Cadillacs for Golden Gate Bridge and Highway District officials....

...The Golden Gate Bridge and Highway District initially denied Dyble's request to access its archives: "They told me to go away.

http://uscnews.usc.edu/politics_society/from_good_intentions_to_common_corruption.html

Delaware River Joint Toll Bridge Commission approval of hike without public input 'outrageous,' legislators say

New Jersey State Sen. [Michael Doherty](#) said it's "outrageous" that the [Delaware River Joint Toll Bridge Commission](#) approved a rate change Monday without first giving members of the public an opportunity to weigh in on the plan.

http://www.lehighvalleylive.com/today/index.ssf/2011/05/post_62.html

Toll Roads, Bridges Targeted for MAJOR FARE HIKES – FoxNews.com

Travelers and commuters feeling the pain at the pump should prepare for another financial hit — at the tolls.

...the state plans to jack up the Chesapeake Bay Bridge toll from \$2.50 to \$8 by summer 2013.

<http://sroblog.com/2011/06/18/toll-roads-bridges-targeted-for-major-fare-hikes-foxnews-com/>

Transportation officials say ICC is not to blame for toll hikes

Large increases in tolls on Maryland's bridges and tunnels were proposed last week, but Transportation Secretary Beverley Swaim-Staley said angry motorists should not be directing their blame at the new Intercounty Connector.

They should look around at the state's other toll roads, bridges and tunnels...

<http://marylandreporter.com/2011/05/15/transportation-officials-say-icc-is-not-to-blame-for-toll-hikes/>

M.T.A. Approves Bridge and Tunnel Toll Increases

Drivers who pay cash to traverse many of the region's major tunnels and bridges will pay significantly more by the end of this year, while E-ZPass users will see more modest increases, as the [Metropolitan Transportation Authority](#) on Wednesday approved the final stage of this year's big toll and fare increases.

<http://cityroom.blogs.nytimes.com/2010/10/27/m-t-a-approves-bridge-and-tunnel-toll-increases/>

US: Foreign Companies Buy U.S. Roads, Bridges

Roads and bridges built by U.S. taxpayers are starting to be sold off, and so far foreign-owned companies are doing the buying.

On a single day in June, an Australian-Spanish partnership paid \$3.8 billion to lease the Indiana Toll Road. An Australian company bought a 99-year lease on Virginia's Pocahontas Parkway, and Texas officials decided to let a Spanish-American partnership build and run a toll road from Austin to Seguin for 50 years.

<http://www.corpwatch.org/article.php?id=13909>

Port Authority proposes 25 percent toll increase on bridges, tunnels

Goethals and Bayonne bridges, Outerbridge Crossing would be \$8 for cash payers if approved

http://www.silive.com/news/index.ssf/2011/06/post_238/2039/comments-newest-3.html

Anti-toll group sends petition to U.S. Dept. of Transportation

The grassroots Say No To Bridge Tolls (SNTBT) group has gathered more than 10,000 signatures in an effort to petition the federal government to stop — please god, stop — the prospect of using tolls to pay for the \$4.1 billion Ohio River Bridges Project.

<http://fatlip.leoweekly.com/2010/11/23/anti-toll-group-sends-petition-to-u-s-dept-of-transportation/>

Related: Report: Indiana Toll Road operator may default

...The apparent financial difficulties have come about despite dramatic hikes in tolls since the 157-mile road was leased to a private consortium backed by Spain-based conglomerate Cintra and Australia-based Macquarie in June 2006.

Tolls for cars driving the length of the road are now \$8.80 as compared to \$4.65 when the lease was signed. Tolls for large semitrailer trucks are now \$35.20, as compared to \$18 when the lease was signed. Tolls are scheduled for another increase July 1....

http://www.nwitimes.com/business/local/article_9f320f01-4eed-5633-877a-f01cc7a7060e.html

////////////////////////////////////

There are many questions about this idea (E-Z Pass or similar system):

- The pay-toll-by-mail-or-credit-card system involves private businesses collecting the name, home address, phone number, social security number perhaps, credit card number, auto registration details, and more, from the owners (not necessarily the drivers) of cars that cross the bridge.
- Police no longer need Probable Cause to check those papers because they can do it from their car, without a court order, by computer. But the private bridge business administrators have no police authority and are not deputized, yet will do that search (without Probable Cause, as if that matters) anyway. Ordinary citizens or even un-authorized government employees cannot go that far into Motor Vehicle records and the personal information they contain.
- Many, for understandable reasons, do not want any persons (including, or especially, corporate "persons") being able to trace their name and address just by checking license plate numbers.
- What absolute assurances, enforced by what penalties, are there to forbid the use of private information for anything except toll collection?
- What penalties would there be if the information was used for commercial purposes for, say, advertising tourist or automotive services? What about using it to enforce auto insurance patronage or to find parking ticket scofflaws or those in default of alimony or student loan payments, or on and on? Can the info be used to find immigrants, Mexican or Irish or etc., who've over-stayed their visas? Will Homeland Security use this to monitor road travels of those on "no fly" lists or whatnot? Will opponents of this idea be branded "pro-terrorism"? Of course.
- If the toll for cars is to be a dollar, or two dollars, (it's not settled) that fee is increased not only by the 44 cent (for now) stamp needed to mail the toll payment (unless done by revealing credit card info to this private business on-line), but also there may be an added "administrative fee"...how much, not known...for those who don't use E-Z Pass.
- Yes, there may be a penalty for not patronizing E-Z Pass, a private business, not part of any public highway department or other agency. To restate...public government officials will penalize drivers for not contributing to the profits of a private business....
- Does this camera-toll system have reciprocal agreements with motor vehicle departments in every state and every Province of Canada? Will all those states and Provinces do this info retrieval for free?
- Tourists and others may be away from their home address for months and months...perhaps entire semesters at school....perhaps as "snowbirds" off to un-oiled beaches in Florida. How can people pay without having to go home to find the bill in the mail? What will be the penalty if the bill is months

late? How soon must the bill be paid? Will Private Collection Agencies be used? Will one's credit rating be affected?

- Many people drive others' cars....parents', boyfriends', etc. This toll-bill-mailing system then requires the car owner (who may or not be home for months, perhaps being away for the winter) to forward the bill to the driver thus increasing the chances of it being lost in the mail or overlooked.
- A car owner, not the driver, will have to prove innocence for not driving across that bridge and not paying a toll bill. The bridge administrators will not have to prove guilt. This is Napoleonic Law...not part of the US legal system. In fact, that is contrary to the US justice system. It's like Salem witch trials. Can you prove that you didn't cause that hail storm that wiped out the crops? Good luck.
- As for rental cars, rental business will be hit with the added task of either forwarding the bill to the renter, or somehow adding that toll fee to the renter's credit card...that is, IF the renter is even still using the same credit card. It isn't likely that Rental firms will do this chore for free...thus effectively raising the bridge toll even more...perhaps many times the cost of the base toll.
- Shipping and other delivery firms will simply add the toll costs to bills of every customer, even those who don't use the bridge or who don't even drive.
- Will it be the state that will do the billing enforcement (at public expense) for the private bridge business?
- How much of the toll goes to cover the cost of mailing the bills to tens of thousands of people (the non-EZ Pass travelers) each day? That's millions of notices a year....
- Will there be a sign informing motorists where to send the payment so they don't have to rely on the mail to make the transaction? Will addressed, pre-paid return envelopes be made available for that?
- Will there be adequate signage well before the bridge, before the last exit, to warn drivers that they will have their license plate photographed and the bill sent to address of registration, and with advice about how to avoid that if they wish?
- For economic reasons or privacy concerns or whatever reason, many will take side roads to an alternate bridge. Has there been an Environmental Impact Statement concerning what this extra traffic will do to side road air and water? Do local highway engineers and residents approve of this inevitable extra traffic, noise and exhaust? Have they had any say in this plan?

Raymond Davis
Jeffersonville, IN 47130

Response from KIPDA:

Mr. Davis,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.
Josh Suiter

Comment 25:

To Whom It May Concern at KIPDA,

I do not support a multi bridge project.

I do not support tolling on any bridge but the East End... if absolutely necessary.

I support building an East End Bridge.

I support building as we can afford it starting with the East End Bridge first, then when completed a study showing need for any others.

I request further investigation into the need for a tunnel connected with the East End Bridge. Eliminating it can reduce the cost of the East End project.

I request a report sent to me on the investigation of the Drumnard Estate and it's historical significance.

Kelly Khuri
4819 Salem Noble Rd.
Jeffersonville, IN 47130

KIPDA response:

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

With regard to your request below, I am copying Andrea Clifford with the Kentucky Transportation Cabinet. She should be able to provide the information you have requested.

If you need anything further from me, please let me know.

Josh Suiter

Comment 26:

KIPDA,

Please include these comments in the Record.

The major thrust of the proposed TIP amendments is deferring or deleting projects to provide the funds for the ORBP. Given the failures on the Sherman Minton we should think seriously before supporting further maintenance deferrals. Since all projections of bridge traffic and annual VMTs (prior to failure of the Sherman-Minton) have proven highly inflated we should be questioning the utility of the ORBP rather than trashing our reasonable planning efforts .

Instead we should be focusing on insuring the mobility of people and goods with less energy and lower maintenance costs. It is only by taking this path that we will insure our economic prosperity. Freight and passenger rail are many times more efficient at moving people and goods. These systems also have significantly lower maintenance costs and a multitude of benefits that range from mobility for the non-driving public to better air quality, increased safety, significantly better land use impacts, better air quality, and reduced reliance on foreign oil.

Energy prices will continue to be a ceiling that will dampen any effort to restart our economy. As the economy seeks to expand, oil prices because of limited supply, will again rise and dampen the recovery. Pretending that there will be abundant, cheap oil resources available in the future is simply hogwash.

America is no longer the economic power we were 20 years ago. We have depleted available resources, and exported our major manufacturing. **We need to tighten our belts and insure the health of our existing infrastructure which has suffered under the “Build” mentality of the last 30 years.**

The Federal Highway Trust Fund is bust. Energy prices and general economic malaise will keep it that way. The continued promotion of the ORBP flies in the face of this reality. **GARVEE Bonds are borrowing against future Federal allotments. To use them to finance this project only insures our inability to maintain our transportation system in the future.** The 2004 review of the KYTC warned against increasing the debt load *prior* to the current economic difficulties.

KIPDA needs to focus on maintaining a sustainable mobility system, not on building an unsustainable one. Please support a review of the Purpose and Needs for the ORBP before you throw more money in this costly and irrelevant project. The world has dramatically changed. Hopefully we have the intelligence and honesty to recognize this and act accordingly.

Thank you,
David Coyte
203 N. Clifton, B, LVL , 40206 502-632-2545

KIPDA response:

Mr. Coyte,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 27:

KIPDA ID 185

Comment:

Construction of 2 new Ohio River bridges, 1 in downtown (I-65) corridor and 1 in the far east (I-265) corridor and reconstruction of the Kennedy interchange. Also included are enhanced bus service improvements. The change to the TIP is listed as cost reduction. The East End bridge project should be relocated or dropped.

The 70 million gallon per day riverbank filtration project draws clean drinking water directly underneath the planned A-15 Kentucky approach. A spill on the highway has a substantial possibility of contaminating the water intake.

Cumulative acute and chronic levels of road salt chlorides and other pollutants not captured by the inadequate stormwater basin and filter will contaminate Harrods Creek caused by bridge and approach deicing and storm runoff.

KIPDA and Bridges Authority have not modeled chloride concentrations and impact on protected warm water aquatic organisms in Harrods Creek subject to bridge and approach runoff.

The economic impact of the east end bridge has not been adequately presented of its effect in drawing business away from the downtown core and increasing infrastructure and travel costs as urban core public tries to commute to jobs created in the east Louisville corridor enhanced and created by the East End bridge project. There has not been adequate mitigation projects planned for the Title VI area identified by KIPDA and long bus rides will make employment in the outer east Louisville belt impossible for these members of the public. KIPDA is creating and serving a vast East county development boom while the impoverished urban core decays.

KIPDA ID: ?
Public Transportation
Now and In the Future

Comment:

I could not find any information on whatever this tantalizing million dollar project is supposed to be. A Comprehensive Operational Analysis (COA) wouldn't hurt, but KIPDA should first address why we don't already have light rail installed and running? Political forces hopefully are now bending to the realization that fixed rail trolleys especially heritage trolleys compliment sports and entertainment investments and can be part of a comprehensive tarmac to table experience for visiting tourist crowds. KIPDA nowhere admits that TARC service is inadequate to convey impoverished Title VI population to booming job creation centers in the far flung east county. KIPDA planning has been instrumental in creating a divided city where race and income inequality are severe. KIPDA continues to act as if the other 99% will want to go into debt to purchase \$ 25,000 automobiles in the coming decade. With economic debt crisis on all sides--wouldn't it be better to plan on being a progressive community that provides affordable light rail and trolley transportation to the 99% paying school loans, high rents and mortgages?

KIPDA has been in the pockets of the elite developers and auto sales businesses for too long and the results will cause widespread economic dislocation.

Instead of a million dollar report on the obvious, KIPDA should be putting light rail projects into the plan now--not after emptying the budget on a far east bridge to serve the white business elite.

Clarence H. Hixson
Attorney at Law
1336 Hepburn Avenue
Louisville, KY 40204
(502) 758-0936

KIPDA response:

Mr. Hixson,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Josh Suiter

Comment 28:

To Whom It May Concern:

Thank you for the opportunity to review and provide comments to the Proposed Amendment to the FY 2011 – FY 2015 Transportation Improvement Program & Horizon 2030 Metropolitan Transportation Plan. As a health care professional, I am interested in the health of our built environment.

Unfortunately, the proposed plans do not go far enough in addressing the socially enmeshed health concern of who has access to our public transportation system (i.e. rail, buses, walking, bicycling and motor vehicle transportation). Access to the public transportation system may go beyond equal rights and explain why so many of residents are in poor health. According to the CDC, two of the leading health indicators are physical activity and obesity. Currently, the 2009 Behavioral Risk Factor Surveillance Survey reports Louisville's population is 34% obese, 30% overweight and 53% reported they did meet the recommended amount of monthly physical activity. According to the 2000 Census data, only 4.1% and .8% of Louisville's residents used walking and bicycling as their mode of transportation to work, respectively. The obesity and low physical activity rates are not unique to Louisville, or even to Kentucky, but are part of a larger epidemic impacting the entire nation.

In addition to health, economic vitality is directly affected by an active and livable environment. Cities are increasingly recognizing that the pedestrian and bicycle environment is a key element of economic vitality. Walkable and bike friendly communities are characterized by active streets that promote commercial exchange, while providing safe and efficient ways for residents to travel on foot. In order to most effectively encourage walking and bicycling in Louisville and the surrounding area, it is important to think about increasing the quantity and quality of accessible destinations. Without knowing all the issues which have lead to the proposed projects, it is evident that the single occupancy vehicle is the number one priority. Prioritizing the single occupancy vehicle has continued to prove that our transportation system that is not sustainable. As our economy continues to turn around it is vital our transportation planners act responsible with our limited funding. Therefore, the proposed plan needs a greater focus on creating a more sustainable transportation system which not only includes, but makes alternative modes of transportation the priority.

Moreover, KIPDA needs a greater focus on creating a more active and livable environment. There are several factors which make up a livable environment, but one important factor which KIPDA can focus on is creating a transportation system that promotes vibrant communities and helps to improve individual health and fitness, in addition to keeping and attracting young professionals to our communities.

Therefore, I strongly urge KIPDA to start planning for a more sustainable transportation system, which not only includes but makes alternative modes of transportation the priority.

Again, thank you for the opportunity to review and provide comments to the Proposed Amendment to the FY 2011 – FY 2015 Transportation Improvement Program & Horizon 2030 Metropolitan Transportation Plan.

Rolf Eisinger

KIPDA response:

Mr. Eisinger,

Thank you for your comments on the proposed changes to the Metropolitan Transportation Plan and the TIP. I will share them with the Transportation Policy Committee for their consideration before they vote on the amendments on November 29.

If you need anything further from me, please let me know.

Comment 29:

The Southwest Dream Team supports modifications made to the KIPDA transportation plan. The team requests status updates on the following projects:

1. Dixie Highway traffic light sequencing project – What is the status of this project concerning infrastructure upgrades, implementation or use of the system utilizing the upgraded infrastructure and estimated project completion date? What gains or benefits have been identified via investments made to manage traffic flow?
2. Project ID #969 – I264/Manslick interchange study – Please share the status of this project and share the report. The project was to open in 2010.
3. Project ID #1822 & #1849 – These projects are to new and improved entrances into the Farnsely Moremen Landing site. Please share the status and anticipated completion date of these projects.
4. Project ID #128 – The Greenwood Road widening has been pushed back or postponed several times in recent years. Our understanding is that this construction on the project was slated to begin in 2011. What is the status of this project? Also, what pre-construction activities and timelines have been developed for the 2020 widening of St. Andrews Church Road and Manslick Road projects? ID #446 and ID #447.
5. Project ID #1467 – Improve KY 841/Stonestreet Road interchange. This project is scheduled to begin in 2012. What is the status and please share the recommended improvements by KIPDA's interchange study.
6. The SWDT is very concerned with the traffic management and safety along the Dixie Highway corridor. Recent reports have identified the corridor as the deadliest for pedestrian and traffic usage of any roadway in the KIPDA region. Please share plans or studies that are being utilized or considered to improve the safety of this major transportation thoroughfare. (KIPDA ID #273, #1360, #1361, #1359). A recent Master Plan for the Dixie Corridor was completed with a number of suggested improvements to help manage the volume of traffic as well as improving safety. In what ways has this plan been incorporated in the KIPDA planning process? According to the TIP program project #273 is scheduled to open to the public in 2012, yet projects #1360 and #1361 to study enhancing transportation management seem to fall within the scope of project #273, but do not open until 2015 and 2025. It would seem that these projects can support one another if project timelines were revised. Completing the studies should assist in identifying transportation system management improvement along the Dixie corridor. Since Dixie Highway has been identified as the deadliest stretch of roadway within the KIPDA region, what kind of priority has been placed on these projects? Will they receive the highest priority and be considered in the efforts to modify the KIPDA Transportation Plan?

KIPDA response:

Mr. Grant,

I have forwarded your questions to Andrea Clifford at the Kentucky Transportation Cabinet office. She is still processing your requests for information. However, I did get a response from Louisville Metro government concerning this question:

The SWDT is very concerned with the traffic management and safety along the Dixie Highway corridor. Recent reports have identified the corridor as the deadliest for pedestrian and traffic usage of any roadway in the KIPDA region. Please share plans or studies that are being utilized or considered to improve the safety of this major transportation thoroughfare. (KIPDA ID #273, #1360, #1361, #1359). A recent Master Plan for the Dixie Corridor was completed with a number of suggested improvements to help manage the volume of traffic as well as improving safety. In what ways has this plan been incorporated in the KIPDA planning process? According to the TIP program project #273 is scheduled to open to the public in 2012, yet projects #1360 and #1361 to study enhancing transportation management seem to fall within the scope of project #273, but do not open until 2015 and 2025. It would seem that these projects can support one another if project timelines were revised. Completing the studies should assist in identifying transportation system management improvement along the Dixie corridor. Since Dixie Highway has been identified as the deadliest stretch of roadway within the KIPDA region, what kind of priority has been placed on these projects? Will they receive the highest priority and be considered in the efforts to modify the KIPDA Transportation Plan?

Here is the response from Dirk Gowin:

The recent study of the Dixie corridor was funded by Councilman Blackwell and was not managed through Metro Public Works. I was not involved the study and have not received a copy of the study, so have not advanced any of the recommendations in the KIPDA planning process. As for additional corridor studies, we are consolidating resources to develop a multimodal transportation plan for the entire county (including Dixie Hwy.), inclusive of all modes (motorists, bikes, peds, transit, etc.), and are not advancing individual corridor studies at this time.

Once I receive the answers to your other questions, I will forward them to you. If I can be of further assistance, please let me know.

Josh Suiter

Comment 30: See attached pages.

Statement of David E. Blank, Ph. D.

OPEN HOUSE MEETING –PUBLIC COMMENTS

KIPDA [Kentuckiana Regional Planning and Development Agency] on
2011-2015 Transportation Improvement Plan, and
Horizon 2030 Long –Range Transportation Plan

October 25, 2011 – Louisville Free Public Library, 1250 Bardstown Road, Louisville, 40204

I. Introduction:

Firstly, I would complement KIPDA's Transportation Staff and Leadership for holding this series of public comment Open House Meetings in locations – such as public libraries well served by public transit. Title 23 USC Code 128 calls for public hearings on transportation projects and that transcripts be submitted to the Secretary of DOT of said hearings. The projects discussed are of critical importance to the future of the Bi-state Metropolitan Louisville Area On, and KIPDA needs to make the locations of all public hearings –public comments sessions convenient to all citizens so that a true assessment of public desires on a project can be best known.

On Thursday, October 20, 2011, I called your Chair, Mr. Larry Chaney, following a visit to the prospective **host public library**, [Louisville Free Public Library Highland-Shelby Park Branch] for this October 25, 2011 Open House for Public Comments at about 11:00am, and found – contrary to what the email notice stated- there were **no copies of either KIPDA documents available**. The two, young and dedicated librarians available at that time had no idea about either the planned Open House or if they had received copies of both documents [the 2011-1015 TIP and Horizon 2030 Long-Range Transportation Plan]. I called both Josh Suiter and Mr. Chaney at 266-6084 to ascertain that copies will be available of both documents at the Louisville Free Public Library Highlands-Shelby Park Branch as soon as possible for public inspection. It is important that all details of making a public comment session as open and effective as possible, and not everyone can access the internet. Allow me now to introduce my self.

I am retired Professor David E. Blank, Ph.D. [Yale University M.A. Urban Planning – 1961
Columbia University Ph.D. political science 1969-1970] and thank you for this opportunity to address both KIPDA and through this meeting, the FHWA and the Secretary of Transportation.

II. A:

I rise to address firstly the issue Report, “Financial Demonstration for the ORBP
In Support of the Louisville (KY-IN) Metropolitan Transportation Plan, September 2011”

This \$2.916.2 billion project is the most critical for this region's future. With regards to the Six [6] Sections that constitute the plan, I urge the following AMENDMENTS AND CHANGES:

1. Sections 4, 5, 6, pertaining to the **EAST END BRIDGE**, Section 6. The Indiana Approach and Section 5, the East End Bridge itself **should be the first sections to be built.**

This suggestion is in line with just about all public comments made over the past years concerning ORBP,
- Build The EAST END BRIDGE FIRST!

2. With regards to Section 5, The Kentucky Approach should be amended to get rid of the

absurd Drumanard Estate tunnel, and about \$250,000,000 be saved by having an open cut approach.

To spend about ¼ of a billion dollars simply to avoid “nicking” a corner of an isolated estate, while at the same time initially destroying Waterfront Park by needlessly widening the elevated I-64 highway structure running through the park strongly suggest that a full and fair hearing needs to be held prior to allowing the absurd expenditure of ¼ billion dollars on the Drumanard Estate tunnel.

KIPDA must support the de-certification of that portion of the Drumanard Estate precinct.

3. To return to the need to build the EAST END Bridge first. Only after the EAST END BRIDGE is completed, and the impact of its completion on overall cross river traffic has been analyzed and debated, over about three years, should Section 2, The second I-65 bridge [downtown] be considered.
4. Given the reality that the **SHERMAN MINTON Bridge**, should be back in service by the end of April, 2012, [according to the Courier-Journal] the impact its renewed use needs also to be evaluated prior to considering a second downtown bridge.
5. This citizen is amazed and puzzled that a September , 2011 Report submitted for public comment on October 24, and 25, 2011 in both Clarksville, IN and Louisville KY Made NO, absolutely NO mention of the closing of the Sherman Minton Bridge was found in the Initial Financial Plan [IFP] . There was No mention that its repair should be completed by MARCH, 2012. The ORBP project cannot be divorced from reality.

The Ohio River Bridges Project [ORBP] Continues to Suffer from “Projectitis” – A disease that prevents its sponsors from dealing with reality, and only sees the limited “foot print” of a specific project rather than its place in the overall transportation system for the KIPDA region:

A: Because of “Projectitis,” the role the renewed, reconstructed SHERMAN MINTON BRIDGE must be part of any IFP [Initial Financial Plan] for the real world.

B: A Financial Plan should deal with both cutting out non-essential elements [sections] of any project as well as finding means of funding it. Getting rid of an absurd Drumanard Estate tunnel, and waiting to see if a second downtown bridge will indeed be requires would save close to \$ 1 Billion dollars.

The Introduction of Tolling on all interstate bridges; Sherman Minton Bridge, Kennedy Bridge and the New East End Bridge will impact on daily commutation. Tolling should encourage greater use of TARC buses and TARC-KIPDA carpools and vanpools. In fact, 23 USE Section 129, calls for the subsidy of such public transit over the bridges.

I. B: Tolling Options:

Allow me the following recommendations and proposals:

1. YES, KIPDA should approve Tolling as part of the IFP [Initial Financial Plan]

The real issue and debate before us is over the alternatives models of tolling,

With reference to the discussion on pages 5 and 6 of the report, I strongly suggest that

PUBLIC-SPONSORED TOLLING: (VIA AUTHORITIES THAT NOW EXIST UNDER BOTH INDIANA AND Kentucky Law ... in the context of the Bi-State Authority Statute and Indiana's tolling statues"... be selected!

All private investment and or so-called public-private partnership schemes need to be rejected!

2. KIPDA should invite staff and officials of the venerable, Port of New York and New Jersey Authority [Port Authority] created in 1923, to advise the Ohio River Bridges Authority in the matter of tolls, and stop wasting money on private consultants.
3. The Port Authority should be invited to hold a series of public hearings in the KIPDA Area. The Port Authority should advise on all loans.
4. The Tolling Rates mentioned on page 7 of the report [\$1.50 /passenger car; \$3.00 light truck, and \$6.00 heavy duty truck] seems reasonable. With electronic tolling perhaps a discount should be given to both environmentally friendly cars and trucks, and to those who travel HOV [High Occupancy Vehicle] such as the TARC-KIPDA Ticket-To Ride Carpools and vanpools.

ABOVE ALL – WE IN KENTUCKIANA SHOULD AVOID THE PIRATES OF PRIVATIZATION –

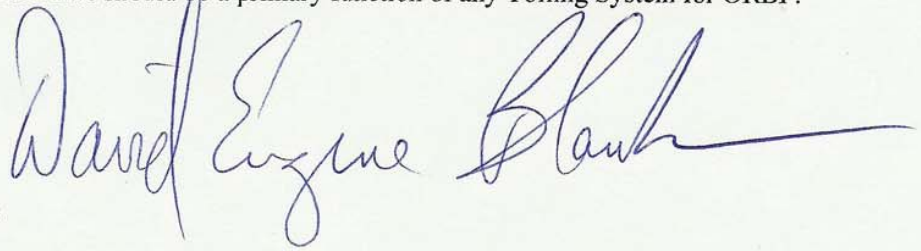
II. B- Need to Place ORBP in the framework of a KIPDA Mobility Plan.

1. The potential for cross-river bike commutation.
2. The potential for creative and innovative forms of public transit
TARC buses should cross all bridges toll free as should TARC-KIPDA "Ticket-To-Rise" carpools and van pools.

3. The potential impact that tolling will have on SOV [single occupancy vehicle] commutation. 23 USC Section 129 also allows tolls to be used to SUBSIDIZE Public Transit. This should be a primary function of any Tolling System for ORBP.

Submitted by:

David E. Blank, Ph.D.
2119 Baringer Avenue
Louisville, KY 40204-1403
(502) 452-1081
davideblank@yahoo.com

A handwritten signature in blue ink that reads "David Eugene Blank". The signature is fluid and cursive, with a long horizontal stroke at the end.

M.A, urban planning, Yale University – 1961
Ph.D. political science, Columbia University, -1969-1970

[Home](#)

Title 23 United States Code (23 U.S.C.) Section 129 Toll Agreements

The Federal-aid highway program, when created in 1916, allowed no use of Federal-aid funds on toll facilities. This position remained unchanged until 1927 when Congress enacted legislation that permitted Federal-aid highway funding to be used to construct toll bridges and approaches. Subsequent legislation provided more flexibility on using Federal-aid highway funds for improvements to toll facilities with the last significant changes being made in 1991 with passage of the Intermodal Surface Transportation Efficiency Act of 1991.

Program Announcement

If you are interested in the **Toll Agreements Program**, please refer to the program announcement for [Tolling and Pricing Opportunities under the Federal-aid Highway Program](#).

Although the Interstate System is free of tolls for the most part, Congress decided in 1956 to include some toll facilities in the System. Generally, these were major toll roads built or planned before Federal funding for construction of the Interstate System increased significantly in 1956. Inclusion of these toll roads in the Interstate System enhanced connectivity without having to build competing free routes in the same transportation corridors. Additionally, including these toll segments freed highway user tax revenues to develop other non-toll segments of the System sooner. Approximately 2,900 miles of toll facilities are included in the 46,730-mile System.

Under 23 U.S.C. 129, Federal participation is allowed in the following five types of toll activities.

- Initial construction (except on the Interstate System) of toll highways, bridges, and tunnels, including the approaches to these facilities;
- Reconstructing, resurfacing, restoring, and rehabilitating of any existing toll facility;
- Reconstruction or replacement of free bridges or tunnels and conversion to toll facilities;
- Reconstruction of a free Federal-aid highway (except on the Interstate system) and conversion to a toll facility; and
- Preliminary studies to determine the feasibility of the above toll construction activities.

If Federal-aid funds are used for construction of or improvements to a toll facility or the approach to a toll facility or if a State plans to reconstruct and convert a free highway, bridge or tunnel previously constructed with Federal-aid funds to a toll facility, a toll agreement under Section 129 (a)(3) must be executed. There is no limit to the number of agreements that may be executed.

The toll agreement must require that all toll revenues are first used for any of the following: debt service, reasonable return on private investment, and operation and maintenance, including reconstructing, resurfacing, restoring, and rehabilitating work.

The agreement may also include a provision regarding toll revenues in excess of those needed for the required uses outlined above. This provision would allow these excess revenues to be used for highway and transit purposes authorized under Title 23 if the State certifies annually that the toll facility is being adequately maintained.

The issue of whether a toll facility is to become free when debt is retired or at some other future point in time or whether tolls are to be continued indefinitely is a matter to be determined by the State.

Decisions regarding the amount of tolls charged are made by the toll authority subject to requirements under State and local laws and regulations. These decisions require no review or input from the Federal Highway Administration (FHWA).

http://www.ops.fhwa.dot.gov/tolling_pricing/toll_agreements.htm

10/20/2011

mula limits set forth in subsection (a) shall not apply to that segment with respect to the operation of any vehicle which could have legally operated on that segment before the date of the enactment of this subsection.

§ 128. Public hearings

(a) Any State transportation department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community. Any State transportation department which submits plans for an Interstate System project shall certify to the Secretary that it has had public hearings at a convenient location, or has afforded the opportunity for such hearings, for the purpose of enabling persons in rural areas through or contiguous to whose property the highway will pass to express any objections they may have to the proposed locations of such highway. Such certification shall be accompanied by a report which indicates the consideration given to the economic, social, environmental, and other effects of the plan or highway location or design and various alternatives which were raised during the hearing or which were otherwise considered.

(b) When hearings have been held under subsection (a), the State transportation department shall submit a copy of the transcript of said hearings to the Secretary, together with the certification and report.

§ 129. Toll roads, bridges, tunnels, and ferries

(a) BASIC PROGRAM.—

(1) AUTHORIZATION FOR FEDERAL PARTICIPATION.—Notwithstanding section 301 of this title and subject to the provisions of this section, the Secretary shall permit Federal participation in—

(A) initial construction of a toll highway, bridge, or tunnel (other than a highway, bridge, or tunnel on the Interstate System) or approach thereto;

(B) reconstructing, resurfacing, restoring, and rehabilitating a toll highway, bridge, or tunnel (including a toll highway, bridge, or tunnel subject to an agreement entered into under this section or section 119(e) as in effect on the day before the date of the enactment of the Intermodal Surface Transportation Efficiency Act of 1991) or approach thereto;

(C) reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility;

(D) reconstruction of a toll-free Federal-aid highway (other than a highway on the Interstate System) and conversion of the highway to a toll facility; and

(E) preliminary studies to determine the feasibility of a toll facility for which Federal participation is authorized under subparagraph (A), (B), (C), or (D); on the same basis and in the same manner as in the construction of free highways under this chapter.

(2) OWNERSHIP.—Each highway, bridge, tunnel, or approach thereto constructed under this subsection must—

(A) be publicly owned, or

(B) be privately owned if the public authority having jurisdiction over the highway, bridge, tunnel, or approach has entered into a contract with a private person or persons to design, finance, construct, and operate the facility and the public authority will be responsible for complying with all applicable requirements of this title with respect to the facility.

(3) LIMITATIONS ON USE OF REVENUES.—Before the Secretary may permit Federal participation under this subsection in construction of a highway, bridge, or tunnel located in a State, the public authority (including the State transportation department) having jurisdiction over the highway, bridge, or tunnel must enter into an agreement with the Secretary which provides that all toll revenues received from operation of the toll facility will be used first for debt service, for reasonable return on investment of any private person financing the project, and for the costs necessary for the proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation. If the State certifies annually that the tolled facility is being adequately maintained, the State may use any toll revenues in excess of amounts required under the preceding sentence for any purpose for which Federal funds may be obligated by a State under this title.

(4) SPECIAL RULE FOR FUNDING.—In the case of a toll highway, bridge, or tunnel under the jurisdiction of a public authority of a State (other than the State transportation department), upon request of the State transportation department and subject to such terms and conditions as such department and public authority may agree, the Secretary shall reimburse such public authority for the Federal share of the costs of construction of the project carried out on the toll facility under this subsection in the same manner and to the same extent as such department would be reimbursed if such project was being carried out by such department. The reimbursement of funds under this paragraph shall be from sums apportioned to the State under this chapter and available for obligations on projects on the Federal-aid system in such State on which the project is being carried out.

(5) LIMITATION ON FEDERAL SHARE.—The Federal share payable for a project described in paragraph (1) shall be a percentage determined by the State but not to exceed 80 percent.

(6) MODIFICATIONS.—If a public authority (including a State transportation department) having jurisdiction over a toll highway, bridge, or tunnel subject to an agreement under this section or section 119(e), as in effect on the day before the effective date of title I of the Intermodal Surface Transpor-

tation Efficiency Act of 1991, requests modification of such agreement, the Secretary shall modify such agreement to allow the continuation of tolls in accordance with paragraph (3) without repayment of Federal funds.

(7) LOANS.—

(A) IN GENERAL.—A State may loan to a public or private entity constructing or proposing to construct under this section a toll facility or non-toll facility with a dedicated revenue source an amount equal to all or part of the Federal share of the cost of the project if the project has a revenue source specifically dedicated to it. Dedicated revenue sources for non-toll facilities include excise taxes, sales taxes, motor vehicle use fees, tax on real property, tax increment financing, and such other dedicated revenue sources as the Secretary determines appropriate.

(B) COMPLIANCE WITH FEDERAL LAWS.—As a condition of receiving a loan under this paragraph, the public or private entity that receives the loan shall ensure that the project will be carried out in accordance with this title and any other applicable Federal law, including any applicable provision of a Federal environmental law.

(C) SUBORDINATION OF DEBT.—The amount of any loan received for a project under this paragraph may be subordinated to any other debt financing for the project.

(D) OBLIGATION OF FUNDS LOANED.—Funds loaned under this paragraph may only be obligated for projects under this paragraph.

(E) REPAYMENT.—The repayment of a loan made under this paragraph shall commence not later than 5 years after date on which the facility that is the subject of the loan is open to traffic.

(F) TERM OF LOAN.—The term of a loan made under this paragraph shall not exceed 30 years from the date on which the loan funds are obligated.

(G) INTEREST.—A loan made under this paragraph shall bear interest at or below market interest rates, as determined by the State, to make the project that is the subject of the loan feasible.

(H) REUSE OF FUNDS.—Amounts repaid to a State from a loan made under this paragraph may be obligated—

(i) for any purpose for which the loan funds were available under this title; and

(ii) for the purchase of insurance or for use as a capital reserve for other forms of credit enhancement for project debt in order to improve credit market access or to lower interest rates for projects eligible for assistance under this title.

(I) GUIDELINES.—The Secretary shall establish procedures and guidelines for making loans under this paragraph.

(8) INITIAL CONSTRUCTION DEFINED.—For purposes of this subsection, the term “initial construction” means the construction of a highway, bridge, or tunnel at any time before it is

tation Efficiency Act of 1991, requests modification of such agreement, the Secretary shall modify such agreement to allow the continuation of tolls in accordance with paragraph (3) without repayment of Federal funds.

(7) LOANS.—

(A) IN GENERAL.—A State may loan to a public or private entity constructing or proposing to construct under this section a toll facility or non-toll facility with a dedicated revenue source an amount equal to all or part of the Federal share of the cost of the project if the project has a revenue source specifically dedicated to it. Dedicated revenue sources for non-toll facilities include excise taxes, sales taxes, motor vehicle use fees, tax on real property, tax increment financing, and such other dedicated revenue sources as the Secretary determines appropriate.

(B) COMPLIANCE WITH FEDERAL LAWS.—As a condition of receiving a loan under this paragraph, the public or private entity that receives the loan shall ensure that the project will be carried out in accordance with this title and any other applicable Federal law, including any applicable provision of a Federal environmental law.

(C) SUBORDINATION OF DEBT.—The amount of any loan received for a project under this paragraph may be subordinated to any other debt financing for the project.

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(G) INTEREST.—A loan made under this paragraph shall bear interest at or below market interest rates, as determined by the State, to make the project that is the subject of the loan feasible.

(H) REUSE OF FUNDS.—Amounts repaid to a State from a loan made under this paragraph may be obligated—

(i) for any purpose for which the loan funds were available under this title; and

(ii) for the purchase of insurance or for use as a capital reserve for other forms of credit enhancement for project debt in order to improve credit market access or to lower interest rates for projects eligible for assistance under this title.

(I) GUIDELINES.—The Secretary shall establish procedures and guidelines for making loans under this paragraph.

(8) INITIAL CONSTRUCTION DEFINED.—For purposes of this subsection, the term “initial construction” means the construction of a highway, bridge, or tunnel at any time before it is

open to traffic and does not include any improvement to a highway, bridge, or tunnel after it is open to traffic.

(b) Notwithstanding the provisions of section 301 of this title, the Secretary may permit Federal participation under this title in the construction of a project constituting an approach to a ferry, whether toll or free, the route of which is a public road and has not been designated as a route on the Interstate System. Such ferry may be either publicly or privately owned and operated, but the operating authority and the amount of fares charged for passage shall be under the control of a State agency or official, and all revenues derived from publicly owned or operated ferries shall be applied to payment of the cost of construction or acquisition thereof, including debt service, and to actual and necessary costs of operation, maintenance, repair, and replacement.

(c) Notwithstanding section 301 of this title, the Secretary may permit Federal participation under this title in the construction of ferry boats and terminal facilities, whether toll or free, subject to the following conditions:

(1) It is not feasible to build a bridge, tunnel, combination thereof, or other normal highway structure in lieu of the use of such ferry.

(2) The operation of the ferry shall be on a route classified as a public road within the State and which has not been designated as a route on the Interstate System. Projects under this subsection may be eligible for both ferry boats carrying cars and passengers and ferry boats carrying passengers only.

(3) Such ferry boat or ferry terminal facility shall be publicly owned or operated or majority publicly owned if the Secretary determines with respect to a majority publicly owned ferry or ferry terminal facility that such ferry boat or ferry terminal facility provides substantial public benefits.

(4) The operating authority and the amount of fares charged for passage on such ferry shall be under the control of the State or other public entity, and all revenues derived therefrom shall be applied to actual and necessary costs of operation, maintenance, and repair, debt service, negotiated management fees, and in the case of privately operated toll ferry, for a reasonable rate of return.

(5) Such ferry may be operated only within the State (including the islands which comprise the State of Hawaii and the islands which comprise the Commonwealth of Puerto Rico) or between adjoining States or between a point in a State and a point in the Dominion of Canada. Except with respect to operations between the islands which comprise the State of Hawaii, operations between the islands which comprise the Commonwealth of Puerto Rico, operations between a point in a State and a point in the Dominion of Canada, and operations between any two points in Alaska and between Alaska and Washington, including stops at appropriate points in the Dominion of Canada, no part of such ferry operations shall be in any foreign or international waters.

(6) No such ferry shall be sold, leased, or otherwise disposed of without the approval of the Secretary. The Federal share of any proceeds from such a disposition shall be credited

KIPDA response:

Mr. Blank,

Thank you for coming to the KIPDA open house about the proposed amendments to the Transportation Improvement Program and the Metropolitan Transportation Plan.

I wanted to let you know that I will be sharing your comments with members of the Transportation Policy Committee prior to their meeting on November 29. They will be voting on the proposed amendments at that meeting.

Regarding the second paragraph of your comment under the introduction section, I wanted to let you know that KIPDA staff checked with one of the librarians at the Highlands-Shelby Park location and confirmed that they do have a copy of the proposed amendments and public review packet on file. When you came into that location to obtain the copy the staff didn't see it sitting on the desk. But the information is available for your review.

Thank you for your involvement and comment. As always, if I can be of further assistance please let me know.

Sincerely,
Josh Suiter

Additional Comments

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:34 PM
To: thomas.mccoy@louisville.edu
Cc: Christi Robinson
Subject: FW: KIPDA IDs 1166 and 52

Mr. McCoy,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assists in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:35 PM
To: cmccarty@demandstrategies.com
Cc: Christi Robinson
Subject: FW: ATTN: TIP & Plan Amendment - I oppose Tolls on I-65

Ms. McCarty,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: Cathleen M McCarty MBA [<mailto:cmccarty@demandstrategies.com>]
Sent: Wednesday, November 02, 2011 10:19 AM
To: KIPDA Transportation
Subject: ATTN: TIP & Plan Amendment - I oppose Tolls on I-65

I recognize the need to improve infrastructure and fully endorse the building of the East End Bridge, with tolls if needed. But I oppose tolls on I-65 as I believe it will divide the community. I am a native and both sides of the river have worked for years to unite the communities. I believe tolls on I-65 will send us back decades.

Thank you for your time,
Cathy

Cathleen M. McCarty MBA
Demand Strategies Inc.
www.DemandStrategies.com
Helping companies grow and profit since 1996
P: (502) 419-8294

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:37 PM
To: Kim.Klemens@Altour.com
Cc: Christi Robinson
Subject: FW: Bridge

Ms. Klemens,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: Kim Klemens [<mailto:Kim.Klemens@Altour.com>]
Sent: Wednesday, November 02, 2011 2:04 PM
To: KIPDA Transportation
Subject: Bridge

I'm writing to inform you I believe we desperately need an East End Bridge. For the life of me I don't know how anyone in this area can deny that fact. I also believe it can and should be built without tolls on I-65. Tolls would most certainly put additional strain on an already fragile local economy.

Thank you for your consideration.

Kim Klemens

Altour
Kim Klemens
Payroll Administrator
702 North Shore Drive Suite 300
Jeffersonville, IN 47130
T 812.206.5108
F 812.206.5308
E kim.klemens@altour.com

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:40 PM
To: stunoland@yahoo.com
Cc: Christi Robinson
Subject: FW: The downtown Ohio River Bridge Project is nothing short of civic suicide

Mr. Noland,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: stuart noland [<mailto:stunoland@yahoo.com>]
Sent: Wednesday, November 02, 2011 9:52 PM
To: KIPDA Transportation
Subject: The downtown Ohio River Bridge Project is nothing short of civic suicide

The priorities within the Ohio River Bridges project are flat out unacceptable. The 3 mile KY east end approach is budgeted \$795 million and retains the absurd \$1/4 billion tunnel. The downtown spaghetti junction redesign, where 3 interstates converge is now budgeted \$724 million with \$0 for aesthetic improvements on our city's central business district riverfront, image defining gateway and historical heart. The only poll ever done on a tolled downtown Ohio River Bridge indicated that >60% were opposed. And now we learn that the Wilbur-Smith tolling study is using pre-recession data and increasing the value of time variable 66% without any justification in a city that is consistently ranked as one of the lowest cost of living metro areas in the country. The Value Of Time assumption they are using is higher than a previous tolling study in Washington D.C.--one of the city's with the highest cost of living in the country. The combination of the blatant inequity in the treatment of downtown Louisville versus the wealthy east end, the documented lack of public support, and the fact that they are cooking the books means this project has crossed a line. It is now a crime against democracy and if we are unable to prevent the biggest urban planning mistake of the 21st century we will work tirelessly to deny this project toll revenues. By ignoring the will of the people this project sets a very dangerous precedent and we will spend decades reminding Louisville and the world of this egregious crime and that Louisville's central business district's riverfront is completely inadequate to compete in the 21st century. Prevent the biggest urban planning mistake of the 21st century. Divide the project, not the community. Build the east end bridge and multiple local-access bridges now. Defend democracy boycott downtown toll bridges. Save Louisville.

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:42 PM
To: zengr@juno.com
Cc: Christi Robinson
Subject: FW: Public Notices of Projects: Transportation Improvement Program and Metropolitan Transportation Plan Amendment #3 Public Review Period and Public Open Houses - with working link

Mr. Zahradnik,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: zengr@juno.com [<mailto:zengr@juno.com>]

Sent: Thursday, November 03, 2011 1:36 PM

To: KIPDA Transportation

Subject: Re: Public Notices of Projects: Transportation Improvement Program and Metropolitan Transportation Plan Amendment #3 Public Review Period and Public Open Houses - with working link

I wish to comment specifically on KIPDA ID #52, Ohio River Bridges Project.

Now that the project is officially open for changes as evidenced by the request to "Reduce the Plan Project Cost from \$1,166,900 to..." I suggest the plan be reduced even further.

As is, anyone with any common sense knows there is not enough Federal & State money to complete this project.

People that refuse to make changes when necessary are actually holding up progress and keeping people from getting jobs and getting work done in a timely matter.

We do not need to stick with an outdated old plan to double our Interstate capacity from 2 to 4 bridges. We need perhaps one bridge, but even more so some local access bridges that can be built in a timely fashion, along with other possible alternatives.

Either lead, follow, or get out of the way.

Greg Zahradnik
1239 Royal Ave
Louisville KY 40204

From: Suiter, Josh S (KIPDA)

Sent: Friday, November 18, 2011 1:43 PM

To: paul@clarkcountyyaa.com
Cc: Christi Robinson
Subject: FW: TIP & Plan Amendment

Mr. Fetter,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency
Facebook users: Become a fan of KIPDA's Transportation Division. Search for

From: Paul Fetter [<mailto:paul@clarkcountyyaa.com>]
Sent: Thursday, November 03, 2011 1:24 PM
To: KIPDA Transportation
Subject: TIP & Plan Amendment

KIPDA

For the proper regional development of our river city region, our public and our local governments opinion must be considered. KIPDA should advise the Bi-State Authority to revise its finance plan to removing tolling from I-65. ***Our community is not behind this project with tolls on I-65.*** KIPDA must take part in making this project into one that our community can support.

The Courier Journals article on the comments from the public meetings held in June showing how they reflect that.

<http://www.courier-journal.com/article/20110828/BUSINESS/308290007/1001/Comments-favor-one-Ohio-River-bridge-now?odyssey=mod|newswell|text|Home|s>

There is also over 11,000 petition signatures opposed to tolling I-65. (Collected in 9 weeks).

9 resolutions from all of our river city communities opposed to tolling I-65, **and a new resolution reiterating Jeffersonville's resolve not to toll I-65. (Both Bridges will be in Jeffersonville, on the Indiana side)**

1. Jeffersonville City Council
2. New Albany City Council
3. Clarksville Town Council
4. Sellersburg Town Council
5. Utica Town Board
6. Clark County Council
7. Clark County Commissioners
8. Greenville Town Council
9. Louisville Metro Council

Two resolutions opposed to tolling I-65 from government community business organizations:

1. Jeffersonville Main Street Association
2. Southern Indiana Tourism Bureau

Our community does not support tolling I-65. If this current project is to move forward, the KIPDA must direct the Bi-State Authority to NOT include tolls on I-65. This is critical to the attaining the current regional vitality our river city community is currently blessed with. Tolling I-65 would be a divider of our community.

Thank You,
Paul Fetter
Co-Founder
Organization for a Better Southern Indiana, Inc.
No2bridgetolls.org
(812) 283-5555 ext 27

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:44 PM
To: tekat@insightbb.com
Cc: Christi Robinson
Subject: FW: I-65 Bridge tolls

Ms. Northern,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assists in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: Terry Northern [<mailto:tekat@insightbb.com>]
Sent: Thursday, November 03, 2011 12:41 PM
To: KIPDA Transportation
Subject: I-65 Bridge tolls

Dear KIPDA,

I am writing concerning the proposed tolls on the I65 bridge. I am opposed to ANY tolls being placed on a bridge that has already been paid for many times over, not to mention the obvious financial problems it would bring to the southern Indiana economy especially. Thank you, Kathy Northern Sellersburg, IN

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:45 PM
To: ray471@yahoo.com
Cc: Christi Robinson
Subject: FW: Tolls

Mr. Davis,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assists in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: Raymond Davis [<mailto:ray471@yahoo.com>]
Sent: Thursday, November 03, 2011 2:42 PM
To: KIPDA Transportation
Subject: Tolls

To:

The Kentuckiana Regional Planning and Development Agency (KIPDA)

"I do not believe my voice and opposition to tolls has been heard because of bureaucratic process and disinformation by the Bridges Project Team. My position remains: **No tolls**-build what we can afford beginning with the East End Bridge."... (see Comment #24).

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:46 PM
To: kkccrw@gmail.com
Cc: Christi Robinson
Subject: FW: Bridges project

Ms. Khuri,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to give you the link to the Louisville Southern Indiana Bridges Authority's site so that you can keep up with the project status and the decisions the authority are making.

The link is: <http://www.bridgesauthority.com>.

Also, the authority has a communications director who can also assist in answering your questions or concerns and I am copying her in this response. Her name is Christi Lanier-Robinson. Her office number is (502) 425-3308.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency 11520 Commonwealth Drive

-----Original Message-----

From: Kelly Khuri [mailto:kkccrw@gmail.com]

Sent: Monday, November 07, 2011 8:17 AM

To: KIPDA Transportation

Subject: Bridges project

To Whom It May Concern at KIPDA,

I do not support a multi bridge project.

I do not support tolling on any bridge but the East End... if absolutely necessary.

I support building an East End Bridge.

I support building as we can afford it starting with the East End Bridge first, then when completed a study showing need for any others.

I request further investigation into the need for a tunnel connected with the East End Bridge. Eliminating it can reduce the cost of the East End project.

I request a report sent to me on the investigation of the Drumnard Estate and it's historical significance.

Kelly Khuri
4819 Salem Noble Rd.
Jeffersonville, IN 47130

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:52 PM
To: dcoyte@juno.com
Subject: FW: Comments on TIP Amendments
Attachments: Comments on the KIPDA 2011 Tip Amendments.doc

Mr. Coyte,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to reassure you that KIPDA is focused on maintaining a sustainable mobility system and are consistently looking for additional ways to enhance this focus.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: dcoyte@juno.com [<mailto:dcoyte@juno.com>]
Sent: Thursday, November 03, 2011 4:12 PM
To: KIPDA Transportation
Subject: Comments on TIP Amendments

Comments on the KIPDA 2011 Tip Amendments

KIPDA,
Please include these comments in the Record.

The major thrust of the proposed TIP amendments is deferring or deleting projects to provide the funds for the ORBP. Given the failures on the Sherman Minton we should think seriously before supporting further maintenance deferrals. Since all projections of bridge traffic and annual VMTs (prior to failure of the Sherman-Minton) have proven highly inflated we should be questioning the utility of the ORBP rather than trashing our reasonable planning efforts .

Instead we should be focusing on insuring the mobility of people and goods with less energy and lower maintenance costs. It is only by taking this path that we will insure our economic prosperity. Freight and passenger rail are many times more efficient at moving people and goods. These systems also have significantly lower maintenance costs and a multitude of benefits that range from mobility for the non-driving public to better air quality, increased safety, significantly better land use impacts, better air quality, and reduced reliance on foreign oil.

Energy prices will continue to be a ceiling that will dampen any effort to restart our economy. As the economy seeks to expand, oil prices because of limited supply, will again rise and dampen the recovery. Pretending that there will be abundant, cheap oil resources available in the future is simply hogwash.

America is no longer the economic power we were 20 years ago. We have depleted available resources, and exported our major manufacturing. **We need to tighten our belts and insure the health of our existing infrastructure which has suffered under the “Build” mentality of the last 30 years.**

The Federal Highway Trust Fund is bust. Energy prices and general economic malaise will keep it that way. The continued promotion of the ORBP flies in the face of this reality. **GARVEE Bonds are borrowing against future Federal allotments. To use them to finance this project only insures our inability to maintain our transportation system in the future.**

The 2004 review of the KYTC warned against increasing the debt load *prior* to the current economic difficulties.

KIPDA needs to focus on maintaining a sustainable mobility system, not on building an unsustainable one. Please support a review of the Purpose and Needs for the ORBP before you throw more money in this costly and irrelevant project. The world has dramatically changed. Hopefully we have the intelligence and honesty to recognize this and act accordingly.

Thank you,
David Coyte
203 N. Clifton, B, LVL , 40206 502-632-2545

From: Suiter, Josh S (KIPDA)
Sent: Friday, November 18, 2011 1:54 PM
To: rolf.eisinger@gmail.com
Subject: FW: Transportation Improvement Program and Metropolitan Transportation Plan Public Review

Mr. Eisinger,

KIPDA's Transportation Policy Committee Public Comment Working Group met yesterday to review the public comments received regarding the amendments to the Metropolitan Transportation Plan and Transportation Improvement Program.

They asked me to let you know that as we develop both planning documents that we recognize the shift in transportation modes and as we continue to plan for the future we will continue to develop plans that reflect these modes.

If I can be of further assistance, please let me know.

Josh Suiter
Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: John Eisinger [<mailto:rolf.eisinger@gmail.com>]
Sent: Thursday, November 03, 2011 7:26 PM
To: KIPDA Transportation
Subject: Transportation Improvement Program and Metropolitan Transportation Plan Public Review

To Whom It May Concern:

Thank you for the opportunity to review and provide comments to the Proposed Amendment to the FY 2011 – FY 2015 Transportation Improvement Program & Horizon 2030 Metropolitan Transportation Plan. As a health care professional, I am interested in the health of our built environment. Unfortunately, the proposed plans do not go far enough in addressing the socially enmeshed health concern of who has access to our public transportation system (i.e. rail, buses, walking, bicycling and motor vehicle transportation). Access to the public transportation system may go beyond equal rights and explain why so many of residents are in poor health. According to the CDC, two of the leading health indicators are physical activity and obesity. Currently, the 2009 Behavioral Risk Factor Surveillance Survey reports Louisville's population is 34% obese, 30% overweight and 53% reported they did meet the recommended amount of monthly physical activity. According to the 2000 Census data, only 4.1% and .8% of Louisville's residents used walking and bicycling as their mode of transportation to work, respectively. The obesity and low physical activity rates are not unique to Louisville, or even to Kentucky, but are part of a larger epidemic impacting the entire nation.

In addition to health, economic vitality is directly affected by an active and livable environment. Cities are increasingly recognizing that the pedestrian and bicycle environment is a key element of economic vitality. Walkable and bike friendly communities are characterized by active streets that promote commercial exchange, while providing safe and efficient ways for residents to travel on foot. In order to most effectively encourage walking and bicycling in Louisville and the surrounding area, it is important to think about increasing the quantity and quality of accessible destinations. Without knowing all the issues which have lead to the proposed projects, it is evident that the single occupancy vehicle is the number one priority. Prioritizing the single occupancy vehicle has continued to prove that our transportation system that is not sustainable. As our economy continues to turn around it is vital our transportation planners act responsible with our limited funding. Therefore, the proposed plan needs a greater focus on creating a more sustainable transportation system which not only includes, but makes alternative modes of transportation the priority.

Moreover, KIPDA needs a greater focus on creating a more active and livable environment. There are several factors which make up a livable environment, but one important factor which KIPDA can focus on is creating a transportation system that promotes vibrant communities and helps to improve individual health and fitness, in addition to keeping and attracting young professionals to our communities.

Therefore, I strongly urge KIPDA to start planning for a more sustainable transportation system, which not only includes but makes alternative modes of transportation the priority.

Again, thank you for the opportunity to review and provide comments to the Proposed Amendment to the FY 2011 – FY 2015 Transportation Improvement Program & Horizon 2030 Metropolitan Transportation Plan.

Rolf Eisinger

From: Suiter, Josh S (KIPDA)
Sent: Monday, November 07, 2011 3:01 PM
To: kevingrant56@att.net
Subject: FW: Public Comment on the 2011-2015 Transportation Improvement Plan
Attachments: Kipda Modifications.doc

Mr. Grant,

I have forwarded your questions to Andrea Clifford at the Kentucky Transportation Cabinet office. She is still processing your requests for information. However, I did get a response from Louisville Metro government concerning this question:

The SWDT is very concerned with the traffic management and safety along the Dixie Highway corridor. Recent reports have identified the corridor as the deadliest for pedestrian and traffic usage of any roadway in the KIPDA region. Please share plans or studies that are being utilized or considered to improve the safety of this major transportation thoroughfare. (KIPDA ID #273, #1360, #1361, #1359). A recent Master Plan for the Dixie Corridor was completed with a number of suggested improvements to help manage the volume of traffic as well as improving safety. In what ways has this plan been incorporated in the KIPDA planning process? According to the TIP program project #273 is scheduled to open to the public in 2012, yet projects #1360 and #1361 to study enhancing transportation management seem to fall within the scope of project #273, but do not open until 2015 and 2025. It would seem that these projects can support one another if project timelines were revised. Completing the studies should assist in identifying transportation system management improvement along the Dixie corridor. Since Dixie Highway has been identified as the deadliest stretch of roadway within the KIPDA region, what kind of priority has been placed on these projects? Will they receive the highest priority and be considered in the efforts to modify the KIPDA Transportation Plan?

[Here is the response from Dirk Gowin:](#)

The recent study of the Dixie corridor was funded by Councilman Blackwell and was not managed through Metro Public Works. I was not involved the study and have not received a copy of the study, so have not advanced any of the recommendations in the KIPDA planning process. As for additional corridor studies, we are consolidating resources to develop a multimodal transportation plan for the entire county (including Dixie Hwy.), inclusive of all modes (motorists, bikes, peds, transit, etc.), and are not advancing individual corridor studies at this time.

Once I receive the answers to your other questions, I will forward them to you. If I can be of further assistance, please let me know.

Josh Suiter

Community Outreach Specialist
Transportation Division
Kentuckiana Regional Planning and Development Agency

From: Kevin Grant [\[mailto:kevingrant56@att.net\]](mailto:kevingrant56@att.net)

Sent: Tuesday, November 01, 2011 10:19 PM

To: KIPDA Transportation

Subject: Public Comment on the 2011-2015 Transportation Improvement Plan

Stacey, please review comments from Southwest Dream Team on the modifications to the 2011-2012 TIP. Updates on the projects identified in our comments is greatly appreciated. Thanks for your help. (See Comment #29)

courier-journal.com

Meetings

Bullitt County

County school-based decision-making report meetings, 5 p.m. Monday at board office, 1040 Ky. 44E, Shepherdsville. Schools will make SBDM progress reports. Call board office for schedule of reports. 869-8000.

Bullitt County Board of Education meeting, 6:30 p.m. Tuesday at the board office, 1040 Ky. 44E, Shepherdsville. 869-8000.

Jefferson County

Barbourmeade City Commission, 7:30 p.m. Monday at Springdale Presbyterian Church, 7812 Old Brownsboro Road.

Java with Jerry, 7:30-9 a.m. Tuesday at Java Brewing Company, 135 S. English Station Road. Louisville Metro Councilman Jerry Miller meets with residents of Metro District 19 to discuss concerns and share ideas. Information: 574-1119 or email jerry.miller@louisvilleky.gov.

Jeffersontown City Council, 9 a.m. Wednesday at Jeffersontown City Hall, 10416 Watterson Trail.

* Kentuckiana Regional Planning and Development Agency's Transportation Improvement Program Amendments. The public may comment on the proposed changes to projects in the 2011-2015

Transportation Improvement Plan and the Horizon 2030 Long Range Transportation Plan.

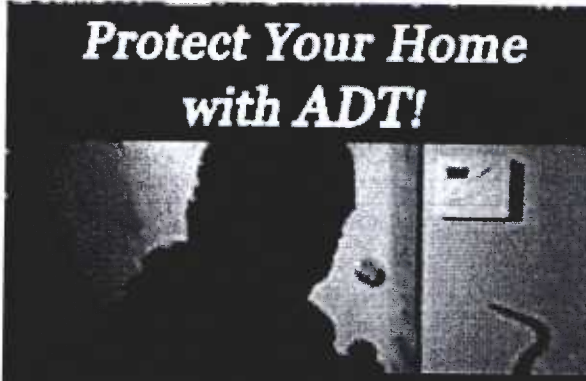
Project information is available for public review from Wednesday through Nov. 3 at the public libraries in Bullitt, Jefferson and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. An open house will be held from 4-6:30 p.m. Oct. 25 at the Louisville Free Public Library's Highlands-Shelby Park Branch, 1250 Bardstown Road. The plans are at www.kipda.org/transportation/drafts.aspx.

Comments also may be sent to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299; or emailed to kipda.trans@ky.gov.

Louisville/Jefferson County Metro Government Board of Zoning Adjustment, 8:30 a.m. Monday, Old Jail Building courtroom, 514 W. Liberty St.

Louisville Metro Board of Health community forum, 5:45-8 p.m.

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News and Tribune

October 13, 2011

News and Tribune briefs for Oct. 13, 2011

WIRE AND STAFF REPORTS

newsroom@newsandtribune.com

> SOUTHERN INDIANA — SOUTHERN INDIANA

* KIPDA seeks public comment

The Kentuckiana Regional Planning and Development Agency is seeking public comment on proposed changes to projects in its 2011–15 Transportation Improvement Plan and the Horizon 2030 Long Range Transportation Plan.

Project information is available for public review from Wednesday, Oct. 19 through Thursday, Nov. 3 at public libraries in Bullitt, Clark, Floyd, Jefferson and Oldham counties.

Information will also be available beginning Oct. 19 online at www.kipda.org/Transportation/Drafts.aspx or by calling KIPDA Public Outreach Specialist Josh Suiter at 502-266-6084, 1-800-648-6056 (Ky. TDD) or 1-800-962-8408 (Ind. TDD). Comments can also be sent to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or emailed to Kipda.trans@ky.gov.

KIPDA will also host open houses to provide additional information and accept comments from 4 to 6:30 p.m. Monday, Oct. 24 at the Clarksville Branch Library, 1312 Eastern Blvd., in Clarksville and from 4 to 6:30 p.m. Oct. 25 at the Louisville Free Public Library's Highlands-Shelby Park Branch, 1250 Bardstown Road in Louisville.

In accordance with the Americans with Disabilities Act, people needing assistance should contact KIPDA with the requirements at the telephone numbers or address listed above.

CLARKSVILLE

Child safety clinic coming Sunday

Jennifer Sarles from Nicholson Insurance Agency, in conjunction with the Clarksville Police Department, will be administering a free child identification and safety clinic from 10 a.m. to 3 p.m. Sunday at the Holiday Inn Lakeview, 505 Marriott Drive, Clarksville.

Clarksville police will be finger-printing children. The agency will have a booth at the Fall City Road Rage Car and Bike Show. Admission to the show is \$5 per person, with those 12 and younger admitted free.

Suiter, Josh S (KIPDA)

From: Paul Fetter on behalf of No2BridgeTolls.org [info@no2bridgetolls.org]
Sent: Wednesday, November 02, 2011 11:11 AM
To: Suiter, Josh S (KIPDA)
Subject: KIPDA Seeking Public Input by Nov 3, 2011 -- Send a Message "NO Tolls--Build What We Can Afford Starting With EEB"

Having trouble viewing this email? [Click here](#)



KIPDA Seeking Public Input on Long and Short Range Planning by Nov 3

Send a message: "No Tolls and Build What We Can Afford Beginning with the East End Bridge"

The Kentuckiana Regional Planning and Development Agency (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. Their responsibilities include producing a long range transportation document, Horizon 2030 Metropolitan Transportation Plan with projects listed through the year 2030, as well as a short range planning document, the FY 2011 - FY 2015 Transportation Improvement Program (TIP) that identifies planned federal funding expenditures through 2015.

Contact KIPDA, Attn: TIP & Plan Amendment, and tell them we need a financially responsible plan for improving the infrastructure, beginning with the East End Bridge and one that does not include tolls on I-65.

Tell KIPDA you oppose tolls on I-65 as tolls will have a negative impact on the local economy.



Attn: TIP & Plan Amendment

Email: Kipda

Fax: 502.266.5047

KIPDA

**11520 Commonwealth Drive
Louisville, KY 40299**

And if you have not already done so, please read the article below and contact Federal Highway Administration officials (state and federal) and tell them you oppose tolls.

Tolls are still in the plan - CJ: "Bridge planners assuming higher tolls on East End bridge"

"...The authority expects to decide actual toll rates sometime in 2012 once the construction contract has been awarded.." (Courier-Journal October 26, 2011)

We can't give up. The Bridges Authority is going to build the bridges and tell us later what it will cost. We need to keep calling and writing the FHWA officials--both state and Federal--and tell them we need an affordable solution that does not include tolls. Tolls are still in the plan unless the Federal Highway Administration intervenes.

Please send a message to FHWA representatives below that you are opposed to tolls. Here's a draft message that you can edit to your particular concerns regarding tolls, but please send a message to the Federal Highway Administration representatives list below:

I stand with other members of this community who are opposed to tolls on I-65. Tolls on I-65 will have a negative impact on the local economy. Public comments are 3-1 against tolls on I-65. There are 9 resolutions from all surrounding local councils opposed to tolling I-65. Other resolutions against tolls on I-65 include two from local government associations, Southern Indiana Tourism Bureau, Jeffersonville Main Street Association, statements from Jeffersonville mayor Tom Galligan, and New Albany Mayor Doug England. Over 11,000 people signed petitions opposing tolls on I-65. Those signatures were collected over just 9 weeks.

Bob Tally, (FHWA co-chair)
Indiana Division
robert.tally@dot.gov
P: (317) 226-7476
Fax: (317) 226-7341

Jose Sepulveda, Division Administrator, Kentucky Division Office
Federal Highway Administration
jose.sepulveda@dot.gov
330 West Broadway, Room 264
Frankfort, Kentucky 40601
P: (502)223-6720 FAX: (502)223-6735

Ray Lahood - Cheryl J Walker/ Special Assistant
Federal Highway Administration
Office of the Federal Highway Administrator
(202) 366-6378

Cheryl.Walker@dot.gov

About No2BridgeTolls.org

We are a broad-based coalition of businesses, organizations and private individuals who are opposed to tolls on the I-65 Corridor/Kennedy Bridges System. Our targeted focus has been driven by recent announcements by the governors of both states to shift the financing burden for all of the downtown infrastructure needs to the Kennedy Bridge and its I-65 supporting new Downtown Bridge. We have formed under the entity of "Organization for a Better Southern Indiana, Inc." (OBSI.) Our purpose is to educate the public of the true impact of the current proposed bridge toll on both sides of the river. We are a 501-C6 non-profit organization that has been formed for the purpose of disseminating information. **We are not against the bridges--just tolls or user fees on the I-65 Corridor/Kennedy Bridges System, which will divide our community, be a regressive tax that our citizens and businesses cannot afford, and will adversely affect the local economy, disproportionately affecting Southern Indiana.**

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This email was sent to josh.suiter@ky.gov by info@no2bridgetolls.org
[Update Profile/Email Address](#) Instant removal with [SafeUnsubscribe™](#) [Privacy Policy](#).
No2BridgeTolls.org 700 Old US 31 Clarksville IN 47129

Suiter, Josh S (KIPDA)

From: Councilman Jerry T. Miller [District19@public.govdelivery.com]
Sent: Friday, October 21, 2011 7:02 AM
To: Suiter, Josh S (KIPDA)
Subject: District 19 eNews (October 21, 2011)



KIPDA

Kentuckiana Regional Planning
and Development Agency

KIPDA Seeks Public Feedback on Transportation Plans

The Kentuckiana Regional Planning and Development Agency (KIPDA) is seeking public comment on proposed changes to projects in the 2011-2015 Transportation Improvement Plan and the Horizon 2030 Long-Range Transportation Plan. The public review and comment period ends Thursday, November 3, 2011.

The proposed amendment packet is available from: <http://www.kipda.org/Transportation/Drafts.aspx>.

This information is also available for public review at public libraries in Bullitt, Clark, Floyd, Jefferson and Oldham counties and by calling Josh Suiter at 502-266-6084, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Comments may be sent to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or emailed to Kipda.trans@ky.gov. Please get comments to us no later than Thursdays, November 3, 2011.

Open House Meetings for Proposed Amendments

KIPDA will host open houses at these dates, times and locations:

- **Open House Meeting #1**
October 24, 2011
4-6:30 p.m.
Clarksville Branch Library
1312 Eastern Blvd.
Clarksville, IN

JERRY T. MILLER
COUNCILMAN



601 W. Jefferson St.
Louisville, KY 40202
502.574.1119
Jerry.Miller@louisvilleky.gov

SCOTT HARRINGTON
LEGISLATIVE ASSISTANT

502.574.3464
Scott.Harrington@louisvilleky.gov

"JAVA WITH JERRY"
7:30 AM - 9:00 AM

- **Open House Meeting #2**

October 25, 2011

4-6:30 p.m.

Louisville Free Public Library's Highlands-Shelby Park

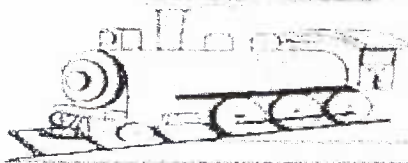
Branch

1250 Bardstown Road

Louisville, KY

Suiter, Josh S (KIPDA)

From: Tina Ward-Pugh [District9@public.govdelivery.com]
Sent: Thursday, October 27, 2011 8:16 AM
To: Suiter, Josh S (KIPDA)
Subject: Thursday, October 27, 2011 - No. 9 eNews



No. 9 News

Thursday, October 27, 2011

Ninth District Office



Tina Ward-Pugh
9th District Councilwoman
601 W Jefferson Street
Louisville, KY 40202
Phone: 502.574.1109
Fax: 502.574.7844
EMAIL Tina Ward-Pugh



Ms. Kyle Ethridge
Legislative Assistant
Phone: 502.574.3908
Fax: 502.574.7844
EMAIL Kyle Ethridge

Transportation Improvement Program and Metropolitan Transportation Plan



The Kentuckiana Regional Planning and Development Agency (KIPDA) is seeking public comment on proposed changes to projects in the 2011-2015 Transportation Improvement Plan and the Horizon 2030 Long-Range Transportation Plan. The public review and comment period begins on Wednesday, October 19, 2011, and ends Thursday, November 3, 2011. The proposed amendment packet is available online at <http://www.kipda.org/Transportation/Drafts.aspx>

This information is also available for public review at public libraries in Bullitt, Clark, Floyd, Jefferson and Oldham counties and by calling Josh Suiter at 502-266-6084, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD). Comments may be sent to KIPDA, 11520 Commonwealth Drive, Louisville, KY 40299 or emailed to Kipda.trans@ky.gov. Please get comments to us no later than Thursdays, November 3, 2011.