

**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

**Amendment 2**  
to the  
Fiscal Year 2025 - 2028  
Transportation Improvement Program (TIP)

**Amendment 11**  
to  
Connecting Kentuckiana 2050  
Metropolitan Transportation Plan (MTP)

**TPC Approval January 22, 2026**

Please note - Amendment 2 and 11 are a single list of updates with two different reference numbers. The TIP numbering scheme restarted with the FY25-FY28 TIP adoption and the MTP numbering scheme will not restart until a new MTP is adopted.





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



A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee  
Amendment 2 to the  
*FY 2025 - FY 2028 Transportation Improvement Program (TIP)*

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

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

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

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

Whereas, Amendment 2 to the *FY 2025 - FY 2028 Transportation Improvement Program (TIP)* is cross-referenced as Amendment 11 to *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan (MTP).

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



Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment to the *FY 2025 - FY 2028 Transportation Improvement Program* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the January 22, 2026, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,

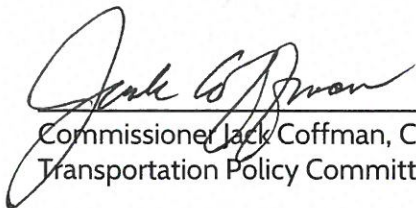
Whereas, the KIPDA Transportation Policy Committee is to certify that the *FY25-FY28 Transportation Improvement Program* and *Connecting Kentuckiana 2050* complies with all the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal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

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

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment 2 to the *FY 2025 - FY 2028 Transportation Improvement Program* to serve as the KIPDA MPO official Transportation Improvement Program; and,

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

Adopted by the KIPDA Transportation Policy Committee on the 22<sup>nd</sup> day of January 2026.

  
Commissioner Jack Coffman, Chair  
Transportation Policy Committee

  
Andy Rush, Director  
KIPDA Transportation Division



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



A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Amendment 11 to *Connecting Kentuckiana 2050*, the Metropolitan  
Transportation Plan (MTP)

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

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

Whereas, Amendment 11 to *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan (MTP) is cross-referenced as Amendment 2 to the *FY 2025 - FY 2028 Transportation Improvement Program (TIP)*.

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

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

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



Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of *Connecting Kentuckiana 2050*, the Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the January 22, 2026, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,


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

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

Now, therefore let it be resolved, that the KIPDA Transportation Policy Committee adopts Amendment 11 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

Let it be further resolved that KIPDA staff is authorized to transmit Amendment 11 of *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet to include in the respective STIP in compliance with federal and state requirements.'

Adopted by the KIPDA Transportation Policy Committee on the 22<sup>nd</sup> day of January 2026.

  
\_\_\_\_\_  
Commissioner Jack Coffman, Chair  
Transportation Policy Committee

  
\_\_\_\_\_  
Andy Rush, Director  
KIPDA Transportation Division



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

**Kentucky Division**

February 25, 2026

330 West Broadway  
Frankfort, KY 40601  
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In Reply Refer To:  
HDA-KY

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

Dear Mr. Haley:

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

Amendment 11 to the 2050 Metropolitan Transportation Plan (MTP) and  
Amendment 2 to the 2025-2028 Transportation Improvement Program (TIP) for the  
Louisville Area Metropolitan Planning Organization (MPO)  
(MPO approved resolution signed on January 22, 2026)

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

We found that these documents meet the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest Air Quality Interagency Consultation (IAC) Committee accepted emissions model for this amendment;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP

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

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

Sincerely,

*Shundreka R. Givan*

Shundreka R. Givan, AICP  
Division Administrator

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

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

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

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

### KEY STEPS & TIMING

<i>Project applications (new or modified) are due from sponsors</i>	November 7, 2025
<i>KIPDA staff completes project review</i>	November 21, 2025
<i>Air quality conformity activities</i>	November 24, 2025 - December 22, 2025
<i>Interagency Consultation Group (IAC) Coordination</i>	December 15, 2025
<i>Public comment period</i>	December 29, 2025 - January 12, 2026
<i>Comments sent to the Transportation Policy Committee (TPC)</i>	January 13, 2026
<i>Transportation Technical Coordinating Committee (TTCC) Recommendation</i>	January 22, 2026
<i>TPC Action</i>	January 23, 2026

### ADDITIONAL INFORMATION

*Amendment 2 to the TIP and Amendment 11 to the MTP are identical lists of project updates. TIP amendment numbering restarted with the adoption of the FY25-FY28 TIP. MTP amendment numbering will continue until a new MTP is adopted.*

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

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



<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	NEW	<b>DES:</b>	2401797
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bethany Road CR-403 Intersection Improvements	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP)- State	<b>Open to Public (OTP) Date:</b>	2032
<b>Total Estimated Project Cost:</b>	\$6,756,066		<b>Total Cost Programmed in TIP to date:</b>	\$6,756,066	
<b>Description:</b>	Intersection Improvements at CR-403 and Bethany Road. A roundabout may be considered for this intersection.				
<b>Justification:</b>	Clark County has applied for and received HSIP approval for this intersection. The number of serious accidents at this intersection has increased and we are looking to improve the safety of the intersection.				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$247,500 (Federal) + \$362,300 (Other) = \$609,800 (Total)  FY 2027 Right of Way (ROW) phase with HSIP-ST funds: \$495,000 (Federal) + \$55,000 (Other) = \$550,000 (Total)  FY 2027 Utilities (U) phase with HSIP-ST funds: \$198,000 (Federal) + \$22,000 (Other) = \$220,000 (Total)  *FY 2031 Construction Engineering (CE) phase with HSIP-ST funds: \$742,500 (Federal) + \$82,500 (Other) = \$825,000 (Total)  *FY 2031 Construction (CN) phase with HSIP-ST funds: \$4,096,139 (Federal) + \$455,127 (Other) = \$4,551,266 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	3364	<b>DES:</b>	2401840
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	CR-311 and Sellersburg Improvements	<b>Funding Source:</b>	Congestion Mitigation Air Quality MPO (CMAQ-MPO)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$2,100,000 \$14,628,416		<b>Total Cost Programmed in TIP to date:</b>	\$928,416 \$2,728,416	
<b>Description:</b>	Corridor improvements will extend along CR-311 from SR-60 to US-31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area				
<b>Justification:</b>	KIPDA Funded Corridor study recommended a center left turn lane for the CR-311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents.				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with Group III Funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)  FY 2026 Preliminary Engineering (PE) phase with CMAQ-MPO Funds: \$142,733 (Federal) + \$35,683 (Other) = \$178,416 (Total)  <b>FY 2028 Right of Way (ROW) phase with CMAQ-MPO Funds:</b> <b>\$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</b>  <b>*FY 2029 Right of Way (ROW) phase with CMAQ-MPO Funds:</b> <b>\$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</b>  <b>*FY 2030 Utilities (U) phase with CMAQ-MPO Funds:</b> <b>\$500,000 (Federal) + \$100,000 (Other) = \$600,000 (Total)</b>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	Update OTP				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	2032	<b>DES:</b>	
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Floyd Central - Highland Hills Safe Routes to School Project	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	<del>2025</del> 2031
<b>Total Estimated Project Cost:</b>	\$3,770,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	Multi-use path to connect Floyd Central High School and Highland Hills Middle School in Georgetown. Current area lacks any pedestrian/multi-modal infrastructure. Project could be located along Edwardsville-Galena Road and would provide pedestrian/multi-modal access to existing neighborhoods around both schools.				
<b>Justification:</b>	After school, many students from Highland Hills Middle School use the athletic fields at Floyd Central High School. However, they do not have any safe access between the schools besides walking on Edwardsville Galena Road. Existing neighborhoods around schools do not have sidewalks, discouraging students from being able to walk to school safely.				
<b>FY 25-28 TIP Funding:</b>	N/A				
<b>MTP Action:</b>	Update OTP				
<b>TIP Action:</b>	Add to TIP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	542	<b>DES:</b>	
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Old Vincennes Road Reconstruction Phase 3	<b>Funding Source:</b>	Local	<b>Open to Public (OTP) Date:</b>	<del>2026</del> 2030
<b>Total Estimated Project Cost:</b>	\$5,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,032,677	
<b>Description:</b>	Phase 3 of Reconstruction of Old Vincennes Road from south of Luther Road to US 150 in Floyds Knobs. Reconstruction includes widening of lanes/shoulders, drainage infrastructure, and reduction of unsafe sight lines. Improvement of intersections at Schrieber Road with turn lanes, and reconfiguration at Duffy Road/Highlander Point Drive.				
<b>Justification:</b>	Old Vincennes Road is the main route from US 150 to Floyd Central High School and Highland Hills Middle School. This section is also used for one of Floyd County's main commercial nodes, Highlander Point. Current infrastructure does not meet growing needs of area.				
<b>FY 25-28 TIP Funding:</b>	FY 2025 Construction (CN) phase with Local Funds: \$0 (Federal) + \$2,032,677 (Other) = \$2,032,677 (Total)				

<b>MTP Action:</b>	Update OTP				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	2103	<b>DES:</b>	
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Little Indian Creek Trail - Phase 1	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	<del>2027</del> 2032
<b>Total Estimated Project Cost:</b>	\$2,000,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	Project is a multi-use path connecting Highlander Point commercial area to Floyds Knobs commercial area. Path will go along Indian Creek stream system.				
<b>Justification:</b>	Project was identified in the Floyd County Major Thoroughfare Plan to provide multi-modal access and recreation opportunity between the two commercial nodes. Currently, no multi-modal access or trail system exists in unincorporated areas of Floyd County.				
<b>FY 25-28 TIP Funding:</b>	N/A				

<b>MTP Action:</b>	Update OTP				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	3075	<b>DES:</b>	
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	North Tucker Road Improvement Project	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	<del>2027</del> 2030
<b>Total Estimated Project Cost:</b>	\$1,950,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	<p>Proposed project would widen North Tucker Road. North Tucker Road is located in Georgetown Township in Floyd County. It has an intersection with State Road 64 and would be connected to the Brookstone Subdivision and future connector road through the County Regional Park.</p> <p>Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues.</p> <p>The proposed project would install 11 foot lanes in each direction with a 2 foot paved shoulder and 1 foot aggregate shoulder. It would replace the exist culvert and would align with the current rail crossing. New safety crossing are proposed pending approval by the Norfolk Southern Railroad.</p>				
<b>Justification:</b>	<p>Currently, North Tucker Road is local road with 7 foot lanes and no shoulders. The current structure is a 30x7 foot box culvert that has a weight limit due to structural issues.</p> <p>Brookstone subdivision currently has 200 residents with an additional 125 single-family residential homes recently approved. There currently is one way in and out of the subdivision. North Tucker does connect to the subdivision, however, it is a undersized and narrow road with an undersized culvert that can not handle heavy traffic. By upgrading the road and culvert, a safe second entrance to the subdivision will be accomplished and it will also serve as a second entrance into the County's new Regional Park complex under construction.</p>				
<b>FY 25-28 TIP Funding:</b>	N/A				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Remove funding phase				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	New Albany	<b>KIPDA ID:</b>	309	<b>DES:</b>	2000188
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Mt. Tabor Road	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	<del>2026</del> 2031
<b>Total Estimated Project Cost:</b>	\$13,468,719		<b>Total Cost Programmed in TIP to date:</b>	\$8,878,719	
<b>Description:</b>	<p>Phase I - Reconstruct as a two lane road (no additional lanes) from Grantline Road to just west of Klerner Lane intersection including new full depth pavement section, stabilization of adjacent hillsides to arrest slides, slightly narrower reconstructed travel lanes, curb/gutter/drainage system installation, and provision of sidewalks on each side separated from the curb/gutter by a 5' grass strip.</p> <p>Phase II - Klerner Lane to Charlestown Road is forthcoming and will include the same improvements as above. A new intersection control at the Klerner Lane intersection will be part of this phase, including new crosswalks.</p>				
<b>Justification:</b>	Where Mt. Tabor Road is very near Rail/Slate Run Creek, this project will preserve the road by stabilizing the creek embankments and to continue to provide vehicular access to the elementary school at Mt. Tabor Road and Grantline Road and shopping areas at each end of Mt. Tabor Road. Sidewalks will provide pedestrian access for the first time along this road. Travel lane width will be slightly reduced. This project will add a school flasher, upgrade the signal at Grant Line Road, and add audible pedestrian signals.				
<b>FY 25-28 TIP Funding:</b>	FY 2025 Construction (CN) phase with STBG-MPO Funds: \$3,672,000 (Federal) + \$918,000 (Other) = \$4,590,000 (Total)				

<b>MTP Action:</b>	Remove project				
<b>TIP Action:</b>	Remove project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3194	<b>DES:</b>	2200050
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	SR 60 & Perry Crossing Road Intersection Improvement	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$3,626,722		<b>Total Cost Programmed in TIP to date:</b>	<del>\$362,6722</del> <b>\$919,700</b>	
<b>Description:</b>	Intersection improvement at SR 60 and Perry Crossing Road.				
<b>Justification:</b>	This project will address safety concerns at the intersection of SR 60 and Perry Crossing Road.				
<b>FY 25-28 TIP Funding:</b>	FY 2025 ROW phase with NHPP funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)  FY 2027 Utilities (U) phase with NHPP funds: \$40,000 (Federal) + \$10,000 (Other) = \$50,000 (Total)  FY 2027 Construction (CN) phase with NHPP funds: \$2,045,618 (Federal) + \$511,404 (Other) = \$2,557,022 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	<b>NEW</b>	<b>DES:</b>	2500051
<b>County:</b>	Clark, Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	AASHTO Safety Software	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP)- State	<b>Open to Public (OTP) Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$2,670,000		<b>Total Cost Programmed in TIP to date:</b>	\$2,670,000	
<b>Description:</b>	Purchase safety software from the American Association of State Highway and Transportation Officials (AASHTO).				
<b>Justification:</b>	Purchase AASHTO safety software for internal use				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST funds: \$696,000 (Federal) + \$174,000 (Other) = \$870,000 (Total)  FY 2027 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)  FY 2028 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)  *FY 2029 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)  *FY 2030 Preliminary Engineering (PE) phase with HSIP-ST funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	Create parent project				
<b>TIP Action:</b>	Remove TIP funding and add it to new child project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3431	<b>DES:</b>	2500811
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	SR 62 Intersection Improvements	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP)- State	<b>Open to Public (OTP) Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$2,878,272 <b>\$3,000,000</b>		<b>Total Cost Programmed in TIP to date:</b>	\$2,878,272 <b>\$0</b>	
<b>Description:</b>	Various intersection improvements will take place over 6.25 miles of SR 62 from 0.39 mi. north of SR 265 to SR 3				
<b>Justification:</b>	The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. Fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST Funds:- \$332,800 (Federal) + \$83,200 (Other) = \$416,000 (Total)  FY 2027 Right of Way (ROW) phase with HSIP-ST Funds:- \$34,944 (Federal) + \$8,736 (Other) = \$43,680 (Total)  FY 2027 Utilities (U) phase with HSIP-ST Funds:- \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)  *FY 2030 Construction (CN) phase with HSIP-ST Funds:- \$1,854,874 (Federal) + \$463,718 (Other) = \$2,318,592 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Reprogram existing TIP funding and add new child project to KIPDA ID 3431				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	NEW	<b>DES:</b>	2500811
<b>County:</b>	Clark	<b>Parent ID:</b>	3431	<b>Group ID:</b>	N/A
<b>Project Name:</b>	SR 62 at Utica Sellersburg Road Safety Improvement	<b>Funding Source:</b>	Highway Safety Improvement Program (HSIP)- State	<b>Open to Public (OTP) Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$2,878,272		<b>Total Cost Programmed in TIP to date:</b>	\$2,878,272	
<b>Description:</b>	SR 62 at Utica Sellersburg Road Intersection Improvement				
<b>Justification:</b>	The need for the project is to improve access, safety, and traffic operations due to increasing growth and congestion along SR 62. Existing developments built along the corridor in combination with growing traffic in the area are beginning to negatively impact operations. Anticipated future development, including developments at River Ridge will further affect safety and operation at intersections in the design year. SR 62 at Utica Sellersburg Road is one of fifteen intersections along the corridor were evaluated for existing and future operations, safety, and access.				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with HSIP-ST Funds: \$332,800 (Federal) + \$83,200 (Other) = \$416,000 (Total)  FY 2027 Right of Way (ROW) phase with HSIP-ST Funds: \$34,944 (Federal) + \$8,736 (Other) = \$43,680 (Total)  FY 2027 Utilities (U) phase with HSIP-ST Funds: \$80,000 (Federal) + \$20,000 (Other) = \$100,000 (Total)  *FY 2030 Construction (CN) phase with HSIP-ST Funds: \$1,854,874 (Federal) + \$463,718 (Other) = \$2,318,592 (Total)				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding and add phases				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	Relies on a previous analysis	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2899	<b>State ID:</b>	1900162
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Added Travel Lanes	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public (OTP) Date:</b>	2028
<b>Total Estimated Project Cost:</b>	\$215,883,686 <b>\$325,988,585</b>		<b>Total Cost Programmed in TIP to date:</b>	\$215,883,686 <b>\$325,988,585</b>	
<b>Description:</b>	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
<b>Justification:</b>	To improve traffic congestion and accessibility.				
<b>FY 25-28 TIP Funding:</b>	<p>FY 2025 Preliminary Engineering (PE) phase with State funds:  \$0 (Federal) + \$11,583,350 (Other) = \$11,583,350 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with State funds:  \$0 (Federal) + \$10,000 (Other) = \$10,000 (Total)</p> <p>FY 2025 Utilities (U) phase with State funds:  \$0 (Federal) + \$106,000 (Other) = \$106,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds:  \$64,987 (Federal) + \$7,221 (Other) = \$72,208 (Total)</p> <p>FY 2026 Right of Way (ROW) phase with NHPP funds:  \$216,000 (Federal) + \$24,000 (Other) = \$240,000 (Total)</p> <p>FY 2026 Utilities (U) phase with State funds:  -\$43,775 (Federal) + \$4,864 (Other) = \$48,639 (Total)</p>				

<p>KIPDA ID 2899 cont. FY 25-28 TIP Funding:</p>	<p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$2,089,987 (Federal) + \$232,221 (Other) = \$2,322,207 (Total)</p>
	<p>FY 2026 Right of Way (ROW) phase with NHPP funds: \$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</p>
	<p>FY 2026 Utilities (U) phase with NHPP funds: \$99,172 (Federal) + \$11,019 (Other) = \$110,191 (Total)</p>
	<p>FY 2026 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p>
	<p>FY 2026 Construction (CN) phase with INFRA Grant funds: \$103,036,994 (Federal) + \$0 (Other) = \$103,036,994 (Total)</p>
	<p>FY 2026 Construction (CN) phase with NHPP funds: \$80,733,648 (Federal) + \$8,970,405 (Other) = \$89,704,053 (Total)</p>
	<p>FY 2026 Construction (CN) phase with NHPP funds: \$15,021,635 (Federal) + \$1,669,070 (Other) = \$16,690,705 (Total)</p>
	<p>FY 2027 Construction (CE) phase with NHPP funds: \$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</p>
	<p>FY 2027 Construction (CN) phase with NHPP funds: \$28,345,655 (Federal) + \$3,149,517 (Other) = \$31,495,172 (Total)</p>
	<p>FY 2028 Construction (CN) phase with NHPP funds: \$31,500,000 (Federal) + \$3,500,000 (Other) = \$35,000,000 (Total)</p>

<b>MTP Action:</b>	Remove project				
<b>TIP Action:</b>	Relinquish funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	3110	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Watterson Trail Signalization Improvements	<b>Funding Source:</b>	Surface Transportation Block Group - MPO	<b>Open to Public (OTP) Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,265,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,265,000 <b>\$0</b>	
<b>Description:</b>	This project involves the upgrading of four existing signalized intersections along an 0.5-mile segment of Watterson Trail (CR-1004H/CS-1073H). The four intersections from south to north are: Ruckriegel Parkway (CR-1004H, MP 3.179), Maple Road/Biltown Road (CR-1004H, MP 3.330 and CS-1073H, MP 0.000), Old Taylorsville Road/Shelby Street (CS-1073H, MP 0.352), and Ruckriegel Parkway (KY 1819) (CS-1073H, MP 0.694).				
<b>Justification:</b>	Streetscape enhancements along the downtown portion of Watterson Trail corridor under KYTC Item No. 5-3031 and 5-518 are underway. Construction of Phase 1 (5-3031) has begun, and Phase 2 (5-518) is in the Right of Way phase, with construction anticipated soon. The existing signalized intersections are all pole and wire-based, with only one of them offering pedestrian signals. Because the streetscape projects will include sidewalk enhancements and the construction of new sidewalks in some areas, the need for pedestrian signals and signalization modernization will become a critical requirement to enhance pedestrian safety and improve ADA compliance. The corridor intersects with Ruckriegel Parkway at each end, where existing 3-way intersection conditions exists. Within the interior of the corridor, two 4-way intersections exist at Biltown/Maple and Shelby/Old Taylorsville Road. These two interior intersections serve as the match-line between the Phase 1 and Phase 2 streetscape projects.				
<b>FY 25-28 TIP Funding:</b>	FY25 Design phase with STBG-MPO funds: \$132,000 (Federal) + \$33,000 (Other) = \$165,000 (Total)  FY26 Construction phase with STBG-MPO funds: \$880,000 (Federal) + \$220,000 (Other) = \$1,100,000 (Total)				

<b>MTP Action:</b>	Remove project				
<b>TIP Action:</b>	Relinquish funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Jeffersontown	<b>KIPDA ID:</b>	3109	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Taylorsville Road Shared Use Path	<b>Funding Source:</b>	Carbon Reduction Program - MPO (CRP-MPO)	<b>Open to Public (OTP) Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$1,155,000		<b>Total Cost Programmed in TIP to date:</b>	\$1,155,000 \$0	
<b>Description:</b>	Improve pedestrian and bicycle connectivity along Taylorsville Road (KY 155) between Jeffersontown's Veterans Memorial Park (approximate MP 8.7) and Blankenbaker Parkway (KY 913, MP 8.247). The project would include a bridge over Chenoweth Run Creek and link neighborhoods with new recreational facilities within Veterans Park and provide multimodal transportation options, linking residential areas to job opportunities in Bluegrass Commerce Park.				
<b>Justification:</b>	The project would be the first segment of the Jeffersontown to Parklands Connector, a shared use path initiative to link neighborhoods along Taylorsville Road to the Parklands of Floyds Fork (KYTC 5-3038, KIPDA 2786). The project promotes multi-modal transportation and reduces single occupancy vehicle use along the busy corridors of Taylorsville Road and Blankenbaker Parkway. Jeffersontown recently annexed the Landherr Estates and Deer Creek communities north of Taylorsville Road along Blankenbaker Parkway. There is an existing sidewalk along Blankenbaker Parkway connecting these residential areas to Taylorsville Road, but the sidewalk terminates at this intersection. This project would connect the existing sidewalk to the north of Taylorville Road, west of Veterans Park (which connects to Jeffersontown) to the existing sidewalk at Blankenbaker Parkway. This would link residents to recreational amenities at the park, to the historic Gaslight Square District in Jeffersontown, and to Bluegrass Commerce Park.				
<b>FY 25-28 TIP Funding:</b>	FY25 Design phase with CRP-MPO funds: \$132,000 (Federal) + \$33,000 (Other) = \$165,000 (Total)  FY26 Construction phase with CRP-MPO funds: \$792,000 (Federal) + \$198,000 (Other) = \$990,000 (Total)				

<b>MTP Action:</b>	Update total estimated project cost				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Kentucky Transportation Cabinet (KYTC)	<b>KIPDA ID:</b>	3115	<b>State ID:</b>	5-10068.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-65 Bridge at Jacob, Broadway, Gray St	<b>Funding Source:</b>	Federal Bridge Program (FBP)	<b>Open to Public Date:</b>	2032 2028
<b>Total Estimated Project Cost:</b>	\$116,742,000 \$75,520,000		<b>Total Cost Programmed in TIP to date:</b>	\$52,372,000 \$75,520,000	
<b>Description:</b>	Bridge project in Jefferson County on (056B00191N) I-65 at Jacob, Broadway, Gray St (Potential CMGC Delivery Project)				
<b>Justification:</b>	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
<b>FY 25-28 TIP Funding:</b>	<p>FY 2026 Right of Way (ROW) phase with FBP funds: \$408,000 (Federal) + \$102,000 (Other) = \$510,000 (Total)</p> <p>FY 2026 Utilities (U) phase with FBP funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)</p> <p><b>FY 2027 Construction (C) phase with FBP funds: \$60,000,000 (Federal) + \$14,800,000 (Other) = \$74,800,000 (Total)</b></p> <p>FY 2027 Design (D) phase with BRO funds:- \$8,489,600 (Federal) + \$2,122,400 (Other) = \$10,612,000 (Total)</p> <p>FY 2027 Construction (C) phase with FBP funds:- \$12,000,000 (Federal) + \$3,000,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2028 Construction (C) phase with FBP funds:- \$20,800,000 (Federal) + \$5,200,000 (Other) = \$26,000,000 (Total)</p>				

<b>MTP Action:</b>	Remove Group ID and add project				
<b>TIP Action:</b>	Update TIP funding and OTP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	KYTC	<b>KIPDA ID:</b>	3206	<b>State ID:</b>	5-10099.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2675
<b>Project Name:</b>	I-65 Bridge at Brook/Muhammad Ali	<b>Funding Source:</b>	Bridge	<b>Open to Public (OTP) Date:</b>	2026 2032
<b>Total Estimated Project Cost:</b>	\$12,625,000 \$68,510,000		<b>Total Cost Programmed in TIP to date:</b>	\$12,625,000 \$510,000	
<b>Description:</b>	Bridge project in Jefferson County on (056B00193N) I-65 at Brook/Muhammad Ali (Potential CMGC Delivery Project)				
<b>Justification:</b>	Increase safety for all users. Maintain the existing transportation network in a state of good repair.				
<b>FY 25-28 TIP Funding:</b>	<p><b>FY 2026 Right of Way (ROW) phase with Bridge funds:</b> \$408,000 (Federal) + \$102,000 (Other) = \$510,000 (Total)</p> <p><del>*FY 2024 Construction phase with BRO funds:</del> <del>\$10,000,000 (Federal) + \$2,500,000 (Other) = \$12,500,000 (Total)</del></p>				
*Funds programmed in fiscal years outside of the current 2025-2028 TIP years					

<b>MTP Action:</b>	Remove inactive Parent ID and add to MTP				
<b>TIP Action:</b>	Update TIP funding				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	City of Middletown	<b>KIPDA ID:</b>	2320	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	329	<b>Group ID:</b>	N/A
<b>Project Name:</b>	South Madison Avenue	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST)	<b>Open to Public (OTP) Date:</b>	<del>2019</del> 2026
<b>Total Estimated Project Cost:</b>	\$312,500 \$860,430		<b>Total Cost Programmed in TIP to date:</b>	\$312,500 \$860,430	
<b>Description:</b>	Construct sidewalks on South Madison Avenue from Main Street to Tucker Station Road.				
<b>Justification:</b>	Project will improve pedestrian safety. The addition of a new sidewalk will allow people to walk to downtown and the Main Street area. This will help support the local businesses, increasing their revenue. We will also see an increase in pedestrian traffic as these sidewalks will connect with existing sidewalks.				
<b>FY 25-28 TIP Funding:</b>	FY 2026 Construction (C) phase with STBG-MPO funds: \$438,343 (Federal) + \$109,587 (Other) = \$547,930 (Total)				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Add additional Construction funding and re-enter the TIP				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2540	<b>State ID:</b>	5-3217.00
<b>County</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	River Road Multi-Modal Improvements - 3rd Street to 7th Street	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG- MPO)	<b>Open to Public (OTP) Date:</b>	2024  2026
<b>Total Estimated Project Cost:</b>	\$3,037,500 <b>\$3,537,500</b>		<b>Total Cost Programmed in TIP to date:</b>	\$3,037,500 <b>\$3,537,500</b>	
<b>Description:</b>	<p>Re-allocation of the northern most lane traveling in the west bound direction and relocation of the existing barrier wall to expand the existing separated multi-use path of sub-standard width. In addition, street lighting would be updated and placed into the relocated barrier wall to reduce maintenance costs and better illuminate the path beneath the shadow the interstate. This would be accomplished by transitioning the two westbound lanes between 3rd Street and 4th Street from 13 feet in width to 11 feet in width at 4th Street. This will allow the barrier wall to be moved south four (4) feet, increasing the width of the current shared use path from a sub-standard width of six (6) feet to a conforming width of ten (10) feet. Between 4th Street and 6th Street, we propose to reduce from two westbound lanes to a single westbound lane with a shoulder, allowing the multimodal path to increase to 14 feet in width. This project dovetails with the planned 4th Street bike connection improvement projects which will feed cyclists directly into this project via actuated loops and allow seamless interaction for traffic coming from downtown that desire to travel west along the riverfront. Additionally, the junction at 6th Street will be improved to provide better connectivity with dedicated bicycle facilities on 6th Street. Pedestrian improvements are intended as well at the intersections of River Road with 3rd Street, 4th Street, and 6th Street.</p>				
<b>Justification:</b>	<p>Improve safety and comfort of walkers, joggers, and cyclists along the riverfront by re-allocating the northern most travel lane of River Road, relocating the barrier wall and adding street lighting to illuminate the path beneath the shadow of the interstate.</p> <p>The existing path forces users of the path into blind-spots behind the supporting structure of I-64 above. This project allows us to make a safe connection for all users while not adversely impacting operating conditions of motor vehicles.</p>				
<b>FY 25-28 TIP Funding:</b>	<p><b>FY 2026 Construction phase with STBG-MPO funds:</b>  <b>\$400,000 (Federal) + \$100,000 (Other) = \$500,000 (Total)</b></p>				

<b>MTP Action:</b>	Remove Project				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	3084	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Electric Vehicle Charging Infrastructure for Louisville Metro and TARC Fleet	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	2025
<b>Total Estimated Project Cost:</b>	\$4,638,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	<p>Install forty (40) level II charging stations to serve Louisville Metro Government (LMG)'s light-duty fleet and TARC's non-revenue fleet. Thirty (30) stations will also be available for public use. Ten (10), located in secure areas and/or only accessible with a key fob, to be used by LMG/TARC fleet and/or employees' personal vehicles. All forty (40) charging stations will have ten (10) ports installed at each site, for a total of 400 ports. The electrical panels within the municipal buildings at all forty (40) charging station sites will be upgraded for the ability to provide 600 amp service. This will meet the operational demand of ten (10) charging ports at each site.</p>				
<b>Justification:</b>	<p>Kentucky is the electric vehicle battery production capital of the United States. This project leverages other state investments to increase the number of battery electric vehicles (BEVs) in the light-duty fleet of the largest local government in Kentucky and increase the availability of charging infrastructure county-wide, supporting accelerated adoption of BEVs across all fleet sectors. Additionally, many of the publicly-available charging sites will be located in areas of Jefferson County that are identified as "disadvantaged" under the federal Justice40 initiative. Upgrading municipal building electrical service to meet the operational demand of charging BEVs will help Louisville Metro and the state of Kentucky take foundational steps to reaching their air quality and sustainability goals.</p>				
<b>FY 25-28 TIP Funding:</b>	N/A				

<b>MTP Action:</b>	Remove Project				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	3095	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Electrification of Louisville Metro's Heavy-Duty Fleet	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$1,584,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	Fund the purchase of approximately four (4) electric vehicles in Louisville Metro's heavy duty fleet. Depending on availability, purchases could include: garbage trucks, dump trucks, street sweepers, and any other heavy-duty equipment utilized by various Louisville Metro departments such as Public Works and Solid Waste.				
<b>Justification:</b>	Taking heavy-duty vehicles out of service, particularly diesel engines, and replacing them with electric alternatives will improve human and environmental health. Exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses. Emissions from diesel engines contribute to the production of ground-level ozone which damages crops, trees, and other vegetation. Taking standard gas vehicles out of service and replacing with EVs will result in a reduction of ozone precursors (NOx and VOCs) and fine particulates (PM2.5), as well as greenhouse gas (GHG) emissions.				
<b>FY 25-28 TIP Funding:</b>	N/A				
<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update Total Estimated Project Cost				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2627	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 6	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	<del>2027</del> 2028
<b>Total Estimated Project Cost:</b>	\$1,922,544 <del>\$7,548,544</del>		<b>Total Cost Programmed in TIP to date:</b>	\$1,922,544	
<b>Description:</b>	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 25-28 TIP Funding:</b>	FY25 Right of Way (ROW) phase with STBG-MPO funds: \$500,000 (Federal) + \$113,000 (Other) = \$613,000 (Total)  FY 2027 Utilities (U) Phase with STBG-MPO Funds: \$515,200 (Federal) + \$128,800 (Other) = \$644,000 (Total)				

<b>MTP Action:</b>	N/A				
<b>TIP Action:</b>	Update Total Estimated Project Cost				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Louisville Metro	<b>KIPDA ID:</b>	2628	<b>State ID:</b>	5-506.00
<b>County:</b>	Jefferson	<b>Parent ID:</b>	1273	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Olmsted Parkways Multi-Use Path System Section 7	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	<del>2027</del> 2028
<b>Total Estimated Project Cost:</b>	\$1,294,744 <del>\$6,206,744</del>		<b>Total Cost Programmed in TIP to date:</b>	\$1,294,744	
<b>Description:</b>	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
<b>Justification:</b>	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
<b>FY 25-28 TIP Funding:</b>	FY 2025 Right of Way (ROW) phase with STBG-MPO funds: \$484,000 (Federal) + \$109,000 (Other) = \$593,000 (Total)  FY 2027 Utilities (U) Phase with STBG-MPO Funds: \$145,200 (Federal) + \$36,300 (State/Local) = \$181,500 (Total)				

<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP Funding				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	Relies on a previous analysis	
<b>Project Sponsor:</b>	Oldham County	<b>KIPDA ID:</b>	321	<b>State ID:</b>	5-434.00
<b>County:</b>	Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	LaGrange Underpass West of LaGrange	<b>Funding Source:</b>	Surface Transportation Block Grant - MPO (STBG-MPO)	<b>Open to Public (OTP) Date:</b>	2026
<b>Total Estimated Project Cost:</b>	\$25,053,750 \$39,016,250		<b>Total Cost Programmed in TIP to date:</b>	\$25,053,750 \$39,016,250	
<b>Description:</b>	Construction of an uninterrupted rail underpass west of LaGrange on Allen Lane. The project will widen Allen Lane between KY 146 and Commerce Parkway aligning across from the I-71 Overpass.				
<b>Justification:</b>	The project will allow traffic to be unimpeded by the very heavily used CSX rail line improving congestion. It will also provided enhanced safety as emergency vehicles will be able to bypass the rail line.				
<b>FY 25-28 TIP Funding:</b>	<p>FY25 Utilities phase with STBG-MPO funds: \$3,100,000 (Federal) + \$775,000 (Other) = \$3,875,000 (Total)</p> <p>FY25 Utilities phase with STBG-MPO funds: \$1,012,000 (Federal) + \$253,000 (Other) = \$1,265,000 (Total)</p> <p>FY26 Utilities phase with STBG-MPO funds: \$2,088,000 (Federal) + \$522,000 (Other) = \$2,610,000 (Total)</p> <p>FY26 Design phase with STBG-MPO funds: \$120,000 (Federal) + \$30,000 (Other) = \$150,000 (Total)</p> <p>FY26 Construction phase with STBG-MPO funds: \$11,455,000 (Federal) + \$2,863,750 (Other) = \$14,318,750 (Total)</p> <p>FY26 Construction phase with STBG-MPO funds: \$22,625,000 (Federal) + \$5,656,250 (State/Local) = \$28,281,250 (Total)</p>				

<b>MTP Action:</b>	Update OTP				
<b>TIP Action:</b>	N/A				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	Relies on a previous analysis	
<b>Project Sponsor:</b>	Prospect	<b>KIPDA ID:</b>	3082	<b>State ID:</b>	
<b>County:</b>	Jefferson	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	City of Prospect US 42 Safety Improvement Project	<b>Funding Source:</b>		<b>Open to Public (OTP) Date:</b>	2025 2027
<b>Total Estimated Project Cost:</b>	\$3,330,000		<b>Total Cost Programmed in TIP to date:</b>	\$0	
<b>Description:</b>	<p>Addition of left turn lanes from US 42 at the following intersections: Greenmere Boulevard, Sutherland Farm Road, Hunting Creek Drive entrance, and Rose Island Road. Addition of dynamic signage, rumble strips. Guardrails and lighting from Bridgepointe Boulevard to Harrods Creek Bridge.</p> <p>Lighting from River Road to Hunting Creek Drive. Narrow lanes on US 42 (12" to 11") from Gene Snyder Freeway ramp to existing 11 foot wide lanes.</p>				
<b>Justification:</b>	<p>To make US 42 a safer highway. This is the result of a detailed Planning Study that as approved by KIPDA last year. The outcome is to reduce traffic accidents, improve pedestrian, bicycle, vehicular safety and mobility, and reduce pollution.</p>				
<b>FY 25-28 TIP Funding:</b>	N/A				

<b>MTP Action:</b>	None				
<b>TIP Action:</b>	Update TIP funding and add new child project IDs				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Transit Authority of River City (TARC)	<b>KIPDA ID:</b>	2291	<b>Transit ALL:</b>	
<b>County:</b>	Bullitt, Clark, Floyd, Jefferson, Oldham	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Section 5310 Program	<b>Funding Source:</b>	Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	<b>Open to Public (OTP) Date:</b>	Ongoing
<b>Total Estimated Project Cost:</b>	\$47,926,672		<b>Total Cost Programmed in TIP to date:</b>	\$8,716,765 \$0	
<b>Description:</b>	TARC is the designated recipient of federal Section 5310 grant funds for the Louisville Urbanized Area (UZA). TARC distributes these funds to private nonprofit groups that are meeting the transportation needs of older adults and people with disabilities when normal transportation service is unavailable, insufficient, or inappropriate to meeting these needs.				
<b>Justification:</b>	Transit improvements for seniors and individuals with disabilities.				
<b>FY 25-28 TIP Funding:</b>	<p>FY 2026 Transit Capital Phase with Section 5310 Funds: \$1,539,600 (Federal) + \$384,900 (Other) = \$1,924,500 (Total)</p> <p>FY 2025 Transit Capital Phase with Section 5310 Funds: \$1,505,550 (Federal) + \$376,388 (Other) = \$1,881,938 (Total)</p> <p>*FY 2024 Transit Capital Phase with Section 5310 Funds: \$1,478,422 (Federal) + \$369,610 (Other) = \$1,848,032 (Total)</p> <p>*FY 2023 Transit Capital Phase with Section 5310 Funds: \$1,445,049 (Federal) + \$361,262 (Other) = \$1,806,311 (Total)</p> <p>*FY 2022 Transit Capital Phase with Section 5310 Funds: \$1,004,787 (Federal) + \$251,197 (Other) = \$1,255,984 (Total)</p>				

**Connecting Kentuckiana 2050 Metropolitan Transportation Plan- Amendment 11 and  
Amendment 12  
FY 2025-2028 Transportation Improvement Program- Amendment 2 and Amendment 3  
Interagency Consultation Group Conference Call Meeting Minutes  
December 15, 2025  
10:00 AM EDT**

**Participants:**

EPA – Simone Jarvis, Sunday Gotvald, Tony Maietta  
FHWA – Tonya Higdon, Paige Story  
KYTC – Tom Hall, Isidro Delgado, Larry Chaney  
INDOT – Gabrielle Herin, Jay Mitchell  
LMAPCD – Flannery O’Neil, Rachel Hamilton  
KYDAQ – Claire Oyler, Kevin Davis  
IDEM – Shawn Seals  
TARC – Robert Monsma  
KIPDA – Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles, Andy Rush

**Welcome/Roll Call:**

A total of 22 participants, representing nine local, state, regional, and federal agencies participated in the IAC Conference Call for Amendments 11 and 12 of KIPDA’s *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) cross listed as Amendments 2 and 3 of the *FY 2025-2028 Transportation Improvement Program (TIP)*. Andy Rush started the meeting at 10:00am and took the roll. Chris Nicolas reviewed the keys steps and schedule for these amendments.

**Project Discussion:**

Chris Nicolas began to review the list of projects slated for Amendment 2. Ms. Nicolas explained what changes are being proposed for each project and why each project adjustment was considered by KIPDA staff to be classified as an “exempt” or “non-exempt” project in terms of air quality. Ms. Nicolas notes a typo for the project name of DES 2500051. This typo was fixed in the meeting by Ms. Nicolas. After explaining all of the Indiana projects in Amendment 2, Ms. Nicolas asked for questions from the group. No questions were raised by the group. Ms. Nicolas then began to review the Kentucky projects listed in Amendment 2. Simone Jarvis notes that there are

three projects in the draft missing the “Exempt/Nonexempt” box, and the “Model Impact” boxes. Mr. Rush clarified the status of these projects, and Ms. Nicolas committed to fixing those typos. Ms. Nicolas continued to review Kentucky projects listed in Amendment 2 without comment from the group. The group agrees that none of the projects listed in Amendment 2 should have any effect on the model.

Ms. Nicolas begins to review the projects listed in Amendment 3—all of which will require air quality model analysis and federal review. Isidro Delgado stated that the “joint project with Indiana” portion of the description of KIPDA ID 3459 may need to be removed. KYTC will need to confirm. Mr. Rush asked if this project is intended to have one lane southbound and two lanes northbound. Tom Hall confirmed that the project intends to have 1 southbound lane and 2 northbound lanes. Paige Story and Tonya Higdon committed to reaching out to find out if this project is a joint project with Kentucky and Indiana or just a Kentucky project. Ms. Higdon asked if this project was added later to the list of projects. Ms. Nicolas confirmed that this project update was submitted just before the meeting and added to be reviewed with the Amendment 3 packet to avoid waiting until for future amendment.

Ms. Nicolas then continued to review the remaining projects on the Amendment 3 list with additional clarification provided from Mr. Rush and Eronmonsele Esekhaigbe.

Randy Simon reviewed the potential need to create a new 2027 model analysis year. Ms. Jarvis could not confirm if EPA agrees with KIPDA staff’s interpretation of previous federal guidance. However, she did commit to obtaining a response from EPA headquarters to answer the questions posed by KIPDA staff regarding the need for a 2027 model year. Mr. Simon continued to discuss questions KIPDA has regarding model analysis years and how to potentially incorporate adjusted reformulated gasoline requirements. Ms. Jarvis recommended that KIPDA not incorporate gasoline adjustments until the EPA makes these adjustments officially take effect. Tony Maietta stated that EPA region 5 is also working to potentially adjust gasoline requirements in the future. Rachel Hamilton stated that EPA region 4’s request regarding reformulated gasoline is still under review. KIPDA staff will await further information regarding their questions to EPA.

Tonya Higdon stated that the Clark Memorial Bridge is 100% owned and maintained by the state of Kentucky. Ms. Higdon asked for additional confirmation to be provided after the meeting to the IAC group members regarding the lane adjustments planned for Clark Memorial Bridge.

Meeting adjourned at 10:56am.

PLEASE NOTE - All project updates included in TIP Amendment 2 (MTP 11) and TIP Amendment 3 (MTP 12) were reviewed during the December 15, 2025 IAC meeting. For this reason, the meeting minutes reference both project lists and are included in both amendment packets.

The project updates included in Amendment 2 have no affect on the model. Amendment 3 includes project updates which did have an affect on the model. The Air Quality Conformity Documentation is included with the Amendment 3 packet only.

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

**Project Name: I-64 Added Travel Lanes**

**Sponsor: INDOT**

**KIPDA ID: 2899**

**Comments:**

- This is a huge waste of 325 million that could go to dozens of other projects instead, like sidewalks or transit.

**Project Name: I-65 Bridge at Jacob, Broadway, Gray St**

**Sponsor: KYTC**

**KIPDA ID: 3115**

**Comments:**

- Could we reduce this significant expense by eliminating some of the on/off ramps in this area?
- Please solve East West connectivity for pedestrians in Smoketown. There are no safe crossings between Broadway and Breckenridge!

**Project Name: Electric Vehicle Charging Infrastructure for Louisville Metro and TARC Fleet**

**Sponsor: Louisville Metro**

**KIPDA ID: 3084**

**Comments:**

- Why are you removing this project?? To install 400 vehicle chargers, most of which are open the public, would be great for the area

**Project Name: City of Prospect US 42 Safety Improvement Project**

**Sponsor: Prospect**

**KIPDA ID: 3082**

**Comments:**

- Do not widen the road here to do this. Maybe make a center turn lane at these places. Or wait until the roundabout project is funded to do this work. Don't do it twice.

**Project Name: South Madison Avenue**

**Sponsor: City of Middletown**

**KIPDA ID: 2320**

**Comments:**

- Yes, new sidewalks! Fill in our sidewalk network across the county!

**Project Name: River Road Multi-Modal Improvements - 3rd Street to 7th Street**

**Sponsor: Louisville Metro**

**KIPDA ID: 2540**

**Comments:**

- Great project, thank you.
- I've used the expanded multi-use. It is a very considerable improvement.

**Project Name:** Olmsted Parkways Multi-Use Path System Section 7

**Sponsor:** Louisville Metro

**KIPDA ID:** 1273

**Comments:**

- Terrific, let's make our Olmsted parkways good and safe and accessible.

**Project Name:** US 31 Clark Memorial Bridge

**Sponsor:** KYTC

**KIPDA ID:** 3459

**Comments:**

- As part of this, add protected bike lanes on each side of the bridge, and narrow the driving lanes!
- I avoid this bridge as a cyclist, driver, and pedestrian because things are so tight. If you reduce it to the 3 lanes and add a multi-use path or bike lane, it would make it way more comfortable for every road user
- Please add a multi use protected path for strollers and wheelchairs. Moms and elderly caretakers can't walk on this bridge due to such narrow sidewalks
- Make it 1 lane each way, with a barrier between them to prevent head on collisions (and situation like the one where the truck driver crossed lanes and went over the edge). Use the extra space to have protected 6 foot bike lanes on each side.
- You can have one driving lane each way, with room for 7 foot bike lanes. At the end of the bridge, right/left turn lanes can be added. See this diagram:



- The Clark became a highway once tolling was introduced on I-65 bridges. Lane reduction and perhaps lane width reduction will improve safety. Pedestrian conflicts w/bikes on the Big 4 make bike lanes on this once heavily used cycling route important.
- With the Big Four being the only other viable pedestrian or bike crossing of the Ohio, it would be a real game-changer to make this bridge a less terrifying experience.
- When there was construction on 2nd street last year, this bridge was often unusable due to traffic. Making it 1 lane southbound will hurt Indiana residents who rely on this bridge for a commute, and it will force more traffic onto the I-65 bridge.  
Oppose

Project Name: Olmsted Parkways Multi-Use Path System Section 6

Sponsor: Louisville Metro

KIPDA ID: 2627

Comments:

- This is an historic and heavily used bicycle route. Great project! fully endorse changes to Breckenridge Caldwell Kentucky Lampton Oak St Catherine and Shelby Parkway

Non Project Specific Comments:

- Stop adding stupid circles everywhere and fix the roads around Louisville... 🤔😏🤔
- Stick those roundabouts up your %\*#!
- I personally don't like them. The one near the east end bridge in Indiana is terrible. Ready, set, go!! Wait! Go which way!????
- STOP PUT THOSE %\$#\* ROUND ABOUTS EVERYWHERE !! PEOPLE DON'T UNDERSTAND HOW TO USE THEM !! TRY GOING AROUND ONE IN A SEMI TRUCK AND TRAILER !!  
RE: I agree. They are terrible . We have 4 on the same street and 2 of them are so small you pretty much gotta drive over it .
- I don't know WHO thinks all these Round About are A Good Idea .... But they Are Not.
- I hate these round abouts.
- Like you listen to what citizens actually want! Its just a show.
- The next funding to be thoroughly audited ❤️
- Check it out it is mostly Indiana work, around schools Clark co Floyd as well
- I love round abouts. I have no problem using them. I drive a small SUV, crew cab diesel 4x4 pickup, and pull a 5th wheel that over 52ft in combined length. I much prefer using the round about to stopping at ill-timed poorly engineered interchange controlled by signal lights that hold traffic while waiting for.... well nobody.

## AIR QUALITY CONFORMITY - PREVIOUS ANALYSIS REPORT FOR KIPDA IDs 2899 pgs 11-12, 321 pg. 22, and 3082 pg. 23

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

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

UPDATE - Since the development of this document, Region 4 has denied the ozone redesignation request for the Kentucky portion of the local area. At this time, Region 4 has not taken any action concerning the MVEBs.

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

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

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

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

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

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



## ESTABLISHED PRACTICE

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

### Relationship of MTP and TIP for Conformity Purposes

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

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

### Vehicle Registration (Fleet Mix) Data

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

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

### CONFORMITY OF *CONNECTING KENTUCKIANA 2050*

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

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

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

### ANALYSIS PROCESS

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

#### *Project Review*

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

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

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

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

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

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

#### KIPDA Travel Demand Forecasting Model

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

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

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

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

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

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

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

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

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

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

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

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

### Adjustment Factors for Travel Model Output

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

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

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

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

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

## *Calculation of Pollutant/Precursor Emissions*

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

### MOVES Emissions Model

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

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

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

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

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

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

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

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

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

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

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

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

## RESULTS OF THE ANALYSIS

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

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

### 8-hour Ozone Analysis

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

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

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

Conclusions – 8-hour Ozone

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

**TABLE 1**

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

**TABLE 2**

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

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

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

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

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

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

**TABLE 3**

<b>SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)</b>				
<b>EMISSION LEVELS FOR VARIOUS YEARS</b>				
<b>YEAR</b>	<b>Area</b>	<b>VOCs</b>	<b>NOx</b>	<b>PASS</b>
<b>2025</b>	<b>Regional</b>	<b>7958</b>	<b>15579</b>	<b>YES</b>
<b>2030</b>		<b>5735</b>	<b>9903</b>	<b>YES</b>
<b>2035</b>		<b>4616</b>	<b>6518</b>	<b>YES</b>
<b>2040</b>		<b>3889</b>	<b>5143</b>	<b>YES</b>
<b>2050</b>		<b>3134</b>	<b>4265</b>	<b>YES</b>
<p>NOTE: The criteria for conformity for the KENTUCKY counties are as follows:</p> <p>2025, 2030, 2035, 2040, and 2050 Regional emission levels for VOCs must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 22.92 tons/day or 20,793 kg/day.</p> <p>2025, 2030, 2035, 2040, and 2050 Regional emission levels for NOx must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 29.46 tons/day or 26,726 kg/day.</p>				