



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

Indiana Division

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

May 5, 2023

HDA-IN

Ms. Lyndsay Quist
Deputy Commissioner Capital Program Management
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, IN 46204

Dear Ms. Quist:

We have completed our review of INDOT's Amendment #22-17 to the FY 2022-2026 Indiana Statewide Transportation Improvement Program (STIP) dated April 20, 2023, and revised on May 5, 2023, due to FHWA's comments. INDOT has re-demonstrated fiscal constraint, air quality conformity, where applicable, and provided opportunity for public comment and involvement on Amendment #22-17. FHWA considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and FTA take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Programs (TIPs) are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated June 17, 2022), FHWA and FTA find that the amended Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in Amendment 22-17) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

FHWA only recognizes years 2022-2025 in the STIP. Any projects and/or phases of projects added in years outside of 2022-2025 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval or the associated FPF, please contact Erica Tait at 317-226-7481 or e-mail at erica.tait@dot.gov.

Sincerely,

For: Jermaine R. Hannon
Division Administrator

Enclosure

cc: April Leckie, INDOT
Michael McNeil, INDOT



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

May 5, 2023

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Hannon:

The Indiana Department of Transportation requests the projects listed in STIP Amendment 22-17 to be incorporated into the 2022-2026 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2022-2025 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

The total dollar amount of this amendment is \$14,685,900 (for fiscal years 2022-2025), has been verified with FHWA.

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at mmcneil@indot.in.gov.

Sincerely,

A handwritten signature in blue ink that reads "Michael McNeil" with "for" written below it.

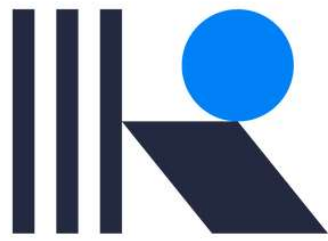
April Leckie, Planning Manager
Intermediate Range Planning Division

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Floyd County																	
Indiana Department of Transportation	42570 / 1900162	A 17	I 64	Added Travel Lanes	Seymour	5.67	NHPP	\$247,891,893.00	Bridge Consulting	PE	\$52,380.00	\$5,820.00	\$0.00	\$58,200.00			\$0.00
									Mobility Consulting	PE	\$13,164,930.00	\$1,462,770.00	\$0.00	\$14,627,700.00			
									Safety Consulting	PE	\$0.00	\$0.00	\$0.00				
Performance Measure Impacted: Pavement Condition																	
Location: From US 150 to I-64 and Spring Street Interchange																	
Comments: Add New Project PE FY 23, RW 23 and CN 23, future years PE 25, RW 24 and CN 25 illustrative. KIPDA involved. AQC date 12/19/22. Includes bridges and small structure des: 1700205,1700206,1700207,1702614, 1702617 1800405,1800706,1800721,1900162,1900366, 2000144,2000145,2000323,2000324,2000326,2002072,2002073,2100019,2100817,2200015, 2200016,2200017,2200018,2200019,2200994,2300056, 2300057 2300058 2300059 2300060																	

Floyd County Total	Federal: \$13,217,310.00	Match :\$1,468,590.00	2022: \$0.00	2023: \$14,685,900.00	2024:	2025: \$0.00	2026:
Grand Total	Federal: \$13,217,310.00	Match : \$1,468,590.00	2022: \$0.00	2023: \$14,685,900.00	2024:	2025: \$0.00	2026:

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.



K I P D A

Kentuckiana Regional Planning
& Development Agency

Amendment 9

Connecting Kentuckiana 2040 Metropolitan Transportation Plan & Fiscal Year 2020 - 2025 Transportation Improvement Program (TIP)

TPC Approval Scheduled for
January 26, 2023



A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #9 of
the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan*

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 Metropolitan Planning Area encompassing Clark and Floyd counties and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

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

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

Whereas, consistent with Federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and Federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2040*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,

Be it further resolved, that the KIPDA staff is authorized to transmit Amendment #9 of the *Connecting Kentuckiana 2040 Metropolitan Transportation Plan for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 26th day of January 2023.



City Council Member Bernie Bowling, Chair
Transportation Policy Committee



Andy Rush
KIPDA Transportation Division Director

**A Resolution of the
Kentuckiana Regional Planning and Development Agency
Transportation Policy Committee adopting Amendment #9 of
the FY 2020 - FY 2025 Transportation Improvement Program**

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 and a portion of Harrison County in Indiana, and Bullitt, Jefferson, and 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, Title VI: Environmental Justice Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

Whereas, the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is a subset of *Connecting Kentuckiana 2040, 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 *FY2020 -FY 2025 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 2021 - 2024 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2022 - 2026 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

Now, therefore be it resolved, by the Transportation Policy Committee of KIPDA that this amendment of the *FY 2020 - FY 2025 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area* is adopted by official action at the January 26, 2023, 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 2040* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and Federal laws; and,

Whereas, *Connecting Kentuckiana 2040*, 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 #9 of the *Connecting Kentuckiana 2040 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 this amendment of the *Connecting Kentuckiana 2040* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

Adopted by the KIPDA Transportation Policy Committee on the 26th day of January 2023.



City Council Member Bernie Bowling, Chair
Transportation Policy Committee



Andy Rush
KIPDA Transportation Division Director



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



Connecting Kentuckiana 2040 Metropolitan Transportation Plan and FY 2020-2025 Transportation Improvement Program

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2040* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2020-2025 Transportation Improvement Program (TIP)

Changes have been proposed to the MTP and TIP. The MTP, with the proposed changes, is fiscally reasonable and the TIP remains fiscally constrained. All proposed changes and projects were determined to be and confirmed by the IAC to be exempt-only for air quality. This packet includes the following document:

- A listing of all projects being added, removed and/or modified
- Schedule for Amendment 9
- Air Quality conformity documentation
- Meeting minutes from the Interagency Consultation (IAC) conference call

Providing comments for the proposed changes can be submitted by any of the following methods:

- Visiting <https://kipdatransportation.org/amendment-9/> and click on the *Amendment 9 Map* link
- Emailing kipda.trans@kipda.org
- Mail to the following address
TIP and MTP Amendment, KIPDA
11520 Commonwealth Drive, Louisville, KY 40299
- Attend the virtual open house on January 4th from 5:00-6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual public meeting can be found at: <https://kipdatransportation.org/amendment-9/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext. 123 or via email at greg.burress@kipda.org for additional questions or information.

11520 Commonwealth Drive
Louisville, KY 40299
www.kipda.org

Phone: 502.266.6084
Fax: 502.266.5074
TDD: 800.648.6056



TIP Action:	Modify TIP Funding and Update Open to Public Date				
MTP Action:	Update Open to Public Date				
Exempt/Non-Exempt:	Non-Exempt	Model Impact:	No change to model impact.		
Project Sponsor:	Indiana Department of Transportation (INDOT)	KIPDA ID:	2899	State ID:	1900162
County	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	I-64 Added Travel Lanes	Total Estimated Cost in MTP (i.e. CK 2040):		\$138,229,021 \$46,807,800	
		Total Cost Programmed in TIP to Date:		\$138,229,021 \$46,807,800	
Funding Source:	Various	Open to Public Date:		2027 2026	
Description:	Added travel lanes project on I-64 from US 150 to Spring Street. Project also includes added lanes on I-265 from I-64 to State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
Purpose & Need:	The addition of the mainline through and auxiliary lanes on I-64 as well as additional ramp lanes at the US 150 and I-265 interchanges will provide improved densities, levels of service and travel times with significant reduction in driver delay west of I-265.				
FY 20-25 TIP Funding:	<p>FY 2020 Preliminary Engineering phase with State funds: \$0 (Federal) + \$1,557,800 (Other) = \$1,557,800 (Total)</p> <p>FY 2022 Preliminary Engineering phase with NHPP funds: \$13,500,000 (Federal) + \$1,500,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2023 Preliminary Engineering phase with NHPP funds: \$13,500,000 (Federal) + \$1,500,000 (Other) = \$15,000,000 (Total)</p> <p>FY 2023 Right of Way phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)</p> <p>*FY 2024 Right of Way phase with IM funds: \$225,000 (Federal) + \$25,000 (Other) = \$250,000 (Total)</p> <p>*FY 2024 Construction phase with NHPP funds: \$27,000,000 (Federal) + \$3,000,000 (Other) = \$30,000,000 (Total)</p> <p>*FY 2025 Construction phase with NHPP funds: \$109,279,099 (Federal) + \$12,142,122 (Other) = \$121,421,221 (Total)</p>				

*This phase will only be shown in the TIP for illustrative purposes since it is outside of the first four years of the FY20-25 TIP.