

Transportation Tomorrow South Central Corridor LRT

Louisville, Kentucky
(November 2002)

Description

The Transit Authority of River City (TARC) is proposing to design and construct a 15-mile light rail transit (LRT) line extending from the Louisville Central Business District south to a park-and-ride facility at the Gene Snyder Freeway (I-265). The project is proposed to serve major trip generators including the Central Business District, the Kentucky International Convention Center, the Papa John's Cardinal Stadium, the Louisville Medical Center, the University of Louisville, Churchill Downs, the Kentucky Fair and Exposition Center, Louisville International Airport, the UPS World-Wide Distribution Center, and the Ford Motor Company Louisville Assembly Plant. The proposed project includes the construction of 18 stations, purchase of up to 18 light rail vehicles and the construction of a light rail vehicle maintenance and storage facility.

This project has not been rated because the grantee did not submit project information for the New Starts criteria. TARC is currently recalibrating the mode choice component of the regional travel demand model and developing a New Starts Baseline alternative that is consistent with FTA guidelines. FTA continues to work with the project sponsor to validate the assumptions, information, and projections. A rating for this project will be made available to Congress and other interested parties when the issues are resolved.

The Administration is seeking legislation that would limit the Federal New Starts share to no more than 50 percent beginning in FY 2004. Future ratings of this project would be affected by that change.

Status

In 1996, TARC, in conjunction with the Kentuckiana Regional Planning and Development Agency (KIPDA) and the Kentucky Transportation Cabinet, began undertaking a Major Investment Study of potential transportation solutions in the greater Louisville/southern Indiana region. In the fall of 1998, the South Central corridor along I-65 was selected as the primary corridor in the region for the implementation of a rapid-transit project with bus improvements. The Locally Preferred Alternative was adopted by KIPDA into the region's financially constrained long range plan in March of 1999. FTA approved the South Central Corridor project into Preliminary Engineering in August 2001.

TEA-21 Section 3030(a)(40) authorizes the Louisville-Jefferson County Corridor for Final Design and construction. Through FY 2002, Congress has not appropriated any Section 5309 New Starts funds for this project.

Evaluation

This project has not been rated because the grantee did not submit project information for the New Starts criteria.

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