

## Policy-Specific Comments

Policy Issue	Statements	Number of Statements Made
<b>Air Quality</b>	Vehicle Pollution triggers asthma.	2
<b>Committee Member Makeup</b>	Louisville Metro needs additional TPC representation.	3
<b>Finances</b>	The Kentucky Transportation Cabinet needs to address financial issues.	1
	Increase taxes to support transportation maintenance and additional infrastructure.	3
	Financial compensation should be awarded to people who live near a roadway improvement project for loss of property value.	3
	Spend dollars on transit, rail, walking and cycling instead of roadway improvements.	2
<b>Future of Oil</b>	Oil reserves are being rapidly depleted.	2
	Rising fuel prices equal obsolete highways.	3
<b>Land Use</b>	Connect old and new neighborhoods.	2
	Development should occur in downtown only to stop urban flight.	2
	There should be additional land use restrictions.	5
	Develop flood protection to include developable land.	1
<b>Plan Development</b>	There is insufficient information on project ID forms.	1
	Lack of project prioritization hurts maintenance funding and kills transit.	1
	The project list is poorly developed.	1
	Assuptions are faulty in determining travel demand.	1
<b>Project-Specific Process</b>	Comply with NEPA standards.	1
	Develop EIS	1
	Additional involvement needed from special interest groups.	2
<b>Transit</b>	The TARC 3 (paratransit) pass should be the same rate as the fixed-route pass.	1
	Community leaders need to ride TARC.	1
	Fares should be subsidized with local funds.	1
	There needs to be additional revenue sources.	1

There were comments that proposed changes to the plan document or the processes used to develop the long-range transportation plan. For example, a public comment received during the first round of public review prompted KIPDA staff to reconsider and redesign the way and amount of information was displayed on project information pages. The hope is that the project information included herein is more-user friendly and contains the information in a way that is easier to grasp. Another comment targeted the project development process. Although prior plans included information pertaining to the project development process, in *Horizon 2030*, particular efforts were taken to make the project development process as transparent as possible by including a

summary of the information distributed to project sponsors for that purpose. There are many factors that project sponsors take in to account before identifying the projects to propose for plan consideration. By providing that information, it is anticipated that the public has a better understanding of what factors are included in that process.

Several comments were received with regard to the makeup of the Transportation Policy Committee. The TPC recently revisited committee member makeup and it was determined that current membership and representation is adequate for the jurisdictions involved at this time.

The three 30-day public review periods, in conjunction with the update of the Transportation Plan, guarantees the public early and ongoing involvement in the planning process. Public opinion is a highly-valued part of the planning process, and it is important to get interest and involvement from the beginning. Public comment aids decision-makers with determining a plan's impact, what alternative solutions may be, and raises the issues existing in the area. Through KIPDA's efforts to engage the entire community in the planning process and to present an opportunity for everyone to participate and be heard, the MPO remains dedicated to providing a platform for the citizens of the region to express their concerns and the potential to impact the scope and direction of projects today and into the future.

If you have any additional questions concerning the Public Involvement section of *Horizon 2030*, please contact KIPDA staff.