

## **TRANSPORTATION POLICY COMMITTEE**

**12:30 p.m., Thursday, April 22, 2021**

### **Video Meeting**

The Committee members and public will be able to participate, observe and comment from the safety of their homes (access to KIPDA offices is not permitted at this time). Please review the following notes:

- Each **TPC MEMBER** will be provided via email a unique web-link to the Zoom (video conference).
- The **PUBLIC** may review the meeting materials and find the web-link to the video meeting at: <https://www.kipda.org/committees-and-councils/transportation-policy-committee/meeting-information/>
- There will be a public comment period at the beginning of the TPC video meeting. The public may also submit comments in advance of the meeting by emailing: [KIPDA.trans@kipda.org](mailto:KIPDA.trans@kipda.org)

### **AGENDA**

- 1) *Call to Order, Welcome, Roll Call*
- 2) *February 2021 TPC Meeting Minutes* – Review and approval (see enclosed). **Action is requested**
- 3) *Public Comment Period* – The TPC Chair will facilitate a review of comments submitted prior to the TPC meeting and entertain comments offered as part of Agenda Item 3.
- 4) *Public Involvement Report* -- Staff will report on activities undertaken to engage the public, comments received, and report on any ongoing or upcoming activities. (see enclosed)
- 5) *Performance Measure Resolution* – Staff will discuss a resolution to reaffirm KIPDA's commitment to the support of recently updated statewide performance measure targets (see enclosed) **Action Requested**
- 6) *Quarterly Review of MPO Dedicated Funding Programs* – Staff will present proposed changes to the MPO dedicated funds and seek their approval (see enclosed). **Action Requested.**
- 7) *Unified Planning Work Program* – Staff will present for approval the FY 2022 Unified Planning Work Program. (see enclosed). **Action Requested**
- 8) *The KYTC SHIFT Process* – Staff will review and request approval of the projects being proposed for Sponsorship by the MPO in the KYTC SHIFT Process. (see enclosed) **Action Requested.**

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

- 9) *Connecting Kentuckiana 2050 Metropolitan Transportation Plan Update* – Staff will review the Connecting Kentuckiana 2050 Update schedule and a present a report summarizing the recently complete outreach efforts. (see enclosed)
- 10) *Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Recommendation* – Staff will present and seek approval of the CRRSAA HIP recommendation. (see enclosed) **Action Requested**
- 11) *FY 2020 - FY 2025 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document. (see enclosed)
- 12) *Other Business*
- 13) *Adjourn*

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**MINUTES  
TRANSPORTATION POLICY COMMITTEE (TPC)  
February 25, 2021, 12:30 p.m.  
Via Video Conference**

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**Call to Order**

Kevin Baity, Chair, called the meeting to order at 12:30 p.m. After roll call was completed, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Keith Griffie, Bullitt County, made a motion to approve the minutes from the January meeting. Bill Dieruf, City of Jeffersontown, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

There were no public comments.

**Public Involvement Report**

Greg Burress, KIPDA staff, reported on activities undertaken to enhance outreach and public engagement, as well as public comments received during the previous month. No action was required.

**KIPDA Performance Management Plan (PMP) Safety Targets Update**

Andy Rush, KIPDA staff, reviewed proposed modifications to the KIPDA PMP Safety Targets. There was discussion. **Jim Urban, Oldham County, made a motion to approve the proposed modifications. Beverly Chester-Burton, City of Shively, seconded the motion. Carrie Butler, TARC, opposed the motion. The motion carried with a majority vote.**

**MPO Dedicated Funding Program**

Amanda Spencer, KIPDA staff, reviewed proposed funding changes to the MPO dedicated funds for Southern Indiana. **Bill Dieruf, City of Jeffersontown, made a motion to approve the proposed funding changes. Carrie Butler, TARC, seconded the motion and it carried with a unanimous vote.**

**The KYTC SHIFT Process**

Andy Rush, KIPDA staff, reviewed the process to be used by the KIPDA MPO during the KYTC SHIFT process. **J. Byron Chapman, Jefferson County League of Cities, made a motion to approve the process. Bernie Bowling, City of St. Matthews, seconded the motion and it carried with a unanimous vote.**

**FY 2020-FY 2025 Transportation Improvement Program (TIP)**

Amanda Spencer, KIPDA staff, presented information on Administrative Modifications to the short-range funding document. No action was required.

## **Other Business**

David Burton, KIPDA staff, announced that public outreach has begun on the Connecting Kentuckiana 2050 update, and asked committee members to participate in the active transportation survey.

## **Adjournment**

The meeting was adjourned at 1:09 p.m.

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Amanda Spencer  
Recording Secretary

### **Members Present:**

Keith Griffie	Bullitt County
Bill Dieruf	City of Jeffersontown
Andy Crouch	City of Jeffersontown
Beverly Chester-Burton	City of Shively
Bernie Bowling (Vice Chair)	City of St. Matthews
Kathy Eaton-McKalip	Indiana Department of Transportation – Seymour
J. Byron Chapman	Jefferson County League of Cities
Tonya Higdon	Kentucky Transportation Cabinet
*Matt Bullock	Kentucky Transportation Cabinet – District 5
Jeff O'Brien	Louisville Metro Government
*Emily Liu	Louisville Metro Planning & Design
Jim Urban	Oldham County
Carrie Butler	TARC
Kevin Baity (Chair)	Town of Clarksville

### **Members Absent:**

City of Charlestown  
City of New Albany  
Clark County  
\*Federal Aviation Administration – Memphis  
\*Federal Highway Administration – Indiana  
\*Federal Highway Administration – Kentucky  
\*Federal Transit Administration – Region 4  
Floyd County  
Indiana Department of Transportation  
Louisville Regional Airport Authority  
U.S. Dept. of Housing & Urban Development

### **Others Present:**

Larry Sloan	Age Friendly Louisville Mobility and Accessibility
Felicia Harper	Bullitt County
Jerry Summers	Bullitt County
Matt Meunier	City of Jeffersontown
Rick Tonini	City of St. Matthews
Thomas Witt	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Tracy Lovell	Kentucky Transportation Cabinet – District 5
Grant Williams	Kentucky Transportation Cabinet – District 5
Missy Bennett	KIPDA
Elizabeth Bowling-Schiller	KIPDA
Greg Burress	KIPDA
David Burton	KIPDA
Stacey Burton	KIPDA
Randall Embry	KIPDA
Adam Forseth	KIPDA
Mikaela Gerry	KIPDA
Jarrett Haley	KIPDA
Dane Hoskins	KIPDA
Andy Rush	KIPDA
Randy Simon	KIPDA
Amanda Spencer	KIPDA
Shawn Dikes	Lochmueller Group
Nicole George	Louisville Metro Government

## Agenda Item #2

Dirk Gowin  
Michael King  
Tom Springer

Louisville Metro Government  
Louisville Metro Government  
QK4

\* Denotes Advisory Members



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

**Agenda Item #4**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Greg Burress  
**DATE:** February 14, 2021  
**SUBJECT:** Public Involvement Report

The attached report outlines public engagement activities and results from February and March 2021. This includes special efforts for the first of four outreach opportunities for the ongoing update to the Metropolitan Transportation Plan (MTP), Connecting Kentuckiana 2050 (CK 2050). KIPDA staff is pleased to share a record response with the Transportation Policy Committee and hopes each member will find the feedback useful as they begin to think about CK 2050 Goals and potential projects.

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# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS February-March 2021

Transportation Main Page	293
Transportation Improvement Plan	226
Metropolitan Transportation Plan	211

## PUBLIC COMMENT APP



**771 Total Flags added to Map**  
**691 Comments Submitted**

## PUBLIC OUTREACH 1 COMPLETED

The first of four public outreach campaigns for Connecting Kentuckiana Metropolitan Transportation plan update (CK2050) was completed March 26, 2021. The CK2050 public outreach report can be viewed at: <https://kipdatransportation.org/wp-content/uploads/2021/04/Public-Outreach-1-Report.pdf>

## SOCIAL MEDIA

MARCH 2021



17 Organic Posts  
6274 Impressions  
203 Engagements



2 Paid Posts  
7758 Impressions  
294 Engagements



20 Tweets  
6659 Impressions  
200 Engagements



7 Posts  
263 Impressions

**#kipdatransporation #kipdampo**

Social media posts for the MPO are focused on transportation planning, education, public survey opportunities, and committee meeting events.

**6.2K**

Facebook  
Impressions

**6.6K**

Twitter Impressions

## PUBLIC OUTREACH EVENTS

Presentations have been created for local organizations announcing the development of Connecting Kentuckiana 2050 and identifying transportation issues throughout the region.

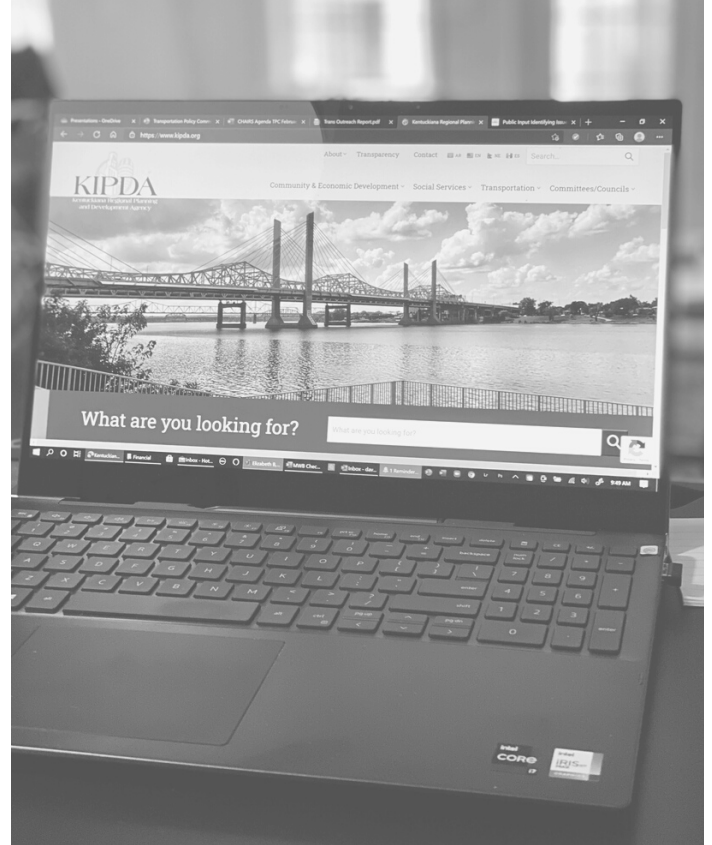
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Portland Now  
Louisville Urban League  
Youth Build  
Louisville Forward/Develop Louisville  
Greater Louisville Project  
Bullitt County Business Chamber  
One West  
Goodwill of Kentucky  
Anchorage City Council  
Rubbertown Community Advisory Council  
Jefferson County League of Cities  
KYTC District 5  
Community Foundation of Southern Indiana  
Southern Indiana Hiking Club  
Louisville Forward  
TARC Road Supervisors and Road Team  
Greater Louisville Inc  
Rotary Club of New Albany  
Louisville Area Planners

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## PUBLIC COMMENTS

KIPDA accepts public comments and responds to transportation inquiries via phone and email.



**" Thanks for the presentation! I appreciate the work that you all do and the partnership that we have. "**





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

**Agenda Item #5**

**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Andy Rush

DATE: April 15, 2021

SUBJECT: Performance Measure Resolution

INDOT and KYTC have recently updated several of their statewide transportation performance measure targets that were initially established in 2018. For most of the targets that INDOT and KYTC adjusted, KIPDA has established regional targets. For one target that was adjusted in each state, KIPDA has not developed a regional target, and committed instead to supporting the statewide targets.

INDOT has requested that MPOs around the state develop a resolution that reaffirms the MPO's commitment to supporting the statewide targets. More specifically, the resolution recognizes that INDOT has adjusted the statewide Interstate Truck Travel Time Reliability (TTTR) Index from 1.24 to 1.30, and also that KYTC has adjusted the statewide Interstate TTTR Index target in Kentucky from 1.25 to 1.30. It also notes that KIPDA will continue to support the states' targets through plans and projects in this region.

The resolution can be found on the following page.

**Action is requested.**

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## **A RESOLUTION**

**by the**

**Louisville/Jefferson County KY-IN Metropolitan Planning Organization**

### **Concerning the Continued Support of Updated Statewide Targets for Transportation Performance Measures**

**WHEREAS**, the KIPDA Transportation Policy Committee (TPC) has been designated by the Governors of both the State of Indiana and the Commonwealth of Kentucky as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the Louisville/Jefferson County KY-IN Urbanized Area; and

**WHEREAS**, the final rule for National Performance Management Measures for (23 CFR Part 490) established a requirement for States to set targets for several transportation performance measures; and

**WHEREAS**, the final rule for National Performance Management Measures for (23 CFR Part 490) established a requirement for States to review and potentially update the four-year transportation performance management targets in 2020; and

**WHEREAS**, the Kentucky Transportation Cabinet (KYTC) and the Indiana Department of Transportation (INDOT) have officially updated the Interstate Truck Travel Time Reliability (TTTR) Index statewide target in each state:

**WHEREAS**, the TPC may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned States' targets, or establish its own targets within 180 days of the States establishing and reporting their safety targets.

**NOW THEREFORE, BE IT RESOLVED**, that the MPO Transportation Policy Committee (TPC) has reaffirmed its commitment to the updated statewide targets for the performance measures as attached herein; and

**BE IT FURTHER RESOLVED**, that the MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of said targets.

**ADOPTED THIS 22<sup>nd</sup> DAY OF APRIL, 2021**

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Chairman – Transportation Policy Committee

**Interstate Truck Travel Time Reliability (TTTR) Index  
Updated Four-Year Statewide Targets**

<b>Indiana</b>	Previous 2022 Target	1.24
	<b>Updated 2022 Target</b>	<b>1.30</b>
<b>Kentucky</b>	Previous 2022 Target	1.25
	<b>Updated 2022 Target</b>	<b>1.30</b>



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

**Agenda Item #6**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Nick Vail  
**DATE:** April 8, 2021  
**SUBJECT:** Quarterly Review of MPO Dedicated Programs

As the Metropolitan Planning Organization (MPO) for the Louisville, KY-IN Metropolitan Planning Area (MPA), the Transportation Policy Committee (TPC) has the authority to award and manage Federal funds from four programs in Indiana and two programs in Kentucky. On a quarterly basis, KIPDA staff provides an update on the status of projects funded by these programs, presents any cost increase and phase shift requests, and highlights any project phases for which funds were obligated in the previous three months.

This quarter KIPDA staff held project review meetings with Indiana and Kentucky project sponsors. Staff also received two cost increase requests from Indiana project sponsors and eight cost increase requests from Kentucky project sponsors. Additional time is needed to determine how to award the cost increase funding in Indiana. Staff will bring that agenda item to the committees in May 2021. TTCC did recommend that TPC approve all cost increases requested by Kentucky project sponsors. Please see the attachments for more information.

**Action is requested to approve all cost increases requested by Kentucky project sponsors.**

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**MPO Dedicated Projects  
Kentucky Cost Increase Requests**

Project Sponsor	Project Name	KIPDA ID	State ID	Funding Source	Phase	Increase
Kentucky Transportation Cabinet (KYTC)	KY 22 / KY 329	1508	05-00449.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Construction	\$50,000
Kentucky Transportation Cabinet (KYTC)	KY 2055	1451	05-08501.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Construction	\$30,400
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 3	2624	05-03709.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$100,000
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 6	2627	05-03709.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$130,000
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 7	2628	05-03709.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$100,000
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 8	2629	05-03709.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$140,000
Louisville Metro	Olmsted Parkways Multi-Use Path System Section 9	2630	05-03709.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$100,000
University of Louisville	Campus Improvements	2150	05-08805.00	Surface Transportation Block Grant (STBG) - MPO	FY 2021 Design	\$55,600

**\$706,000**

**Indiana MPO Dedicated Projects  
Progress Report Summary**

Agenda Item #Xb

Project Sponsor	KIPDA ID	Funding Source	Project Name	2021	2022	2023	2024	2025
<b>Congestion Mitigation and Air Quality (CMAQ) - MPO Projects</b>								
APCD	370	CMAQ-MPO	KAIRE	Program	Program	Program	Program	Program
Floyd County	2128	CMAQ-MPO	Charleston Road Complete Streets	R				
TARC	2408	CMAQ-MPO	TARC Cross River Connectors	Operations				
<b>Highway Safety Improvement Program (HSIP) - MPO Projects</b>								
Clark County	2549	HSIP-MPO	CR 403 and Stacy Road		R	U	C	
Floyd County	2531	HSIP-MPO	Blunk Knob Rd. Guardrail		R			
Floyd County	2532	HSIP-MPO	Farnsley Knob Guardrail		R			
<b>Surface Transportation Block Grant (STBG) - MPO Projects</b>								
Clarksville	2389	STBG-MPO	Blackiston Mill Road Phase 2	R				
Clarksville	2393	STBG-MPO	Riverside Drive	R			C	
Floyd County	1558	STBG-MPO	Bridge 51		R	C		
KIPDA	56	STBG-MPO	Every Commute Counts (Ticket to ride)	Program	Program	Program	Program	Program
New Albany	309	STBG-MPO	Mount Tabor (Phase 2)	PE			U	C
New Albany	3292	STBG-MPO	E. Main St. State St. to 5th St.	PE	C			
<b>Transportation Alternatives (TA) - MPO Projects</b>								
Clarksville	2541	TA-MPO	Montgomery Ave. / Jeffersonville 9th St. Multimodal	PE		C		

**Phase Legend**

D = Design  
 PE = Preliminary Engineering  
 R = Right of Way  
 U = Utilities  
 C = Construction

**Progress Legend**

*On/Ahead Schedule*  
*Behind Schedule*  
*Obligated*

**Kentucky MPO Dedicated Projects  
Progress Report Summary - FY 2021 Phases Only**

Agenda Item #Xc

Project Sponsor	KIPDA ID	Funding Source	Project Name	2021	2022	2023	2024	2025
<b>Surface Transportation Block Grant (STBG-MPO) - MPO Projects</b>								
Bullitt County	NEW	STBG-MPO	KY 44	PE				
Jeffersontown	2084	STBG-MPO	Bluegrass Commerce Park Bicycle/Pedestrian Trail Phase II		C			
Jeffersontown	2774	STBG-MPO	Galene Drive/Sprowl Road Collector Extension	P				
Jeffersontown	2082	STBG-MPO	Good Samaritan Bicycle & Pedestrian Trail Connector		C			
Jeffersontown	2619	STBG-MPO	Ruckriegel Parkway Sidewalk Improvement		C			
Jeffersontown	1582	STBG-MPO	Watterson Trail Phase I	D				
				C				
Jeffersontown	1583	STBG-MPO	Watterson Trail Phase II		R	C		
					U			
KIPDA	162	STBG-MPO	Every Commute Counts	Program	Program	Program	Program	Program
KYTC	188	STBG-MPO	English Station Rd.	C				
KYTC	2508	STBG-MPO	KY 146 Sidewalks	C				
KYTC	1879	STBG-MPO	KY 864					C
KYTC	2214	STBG-MPO	KY 1931	R				C
KYTC	213	STBG-MPO	KY 1932 Chenoweth Ln.	U			C	
KYTC	1271	STBG-MPO	US 42	C				
Louisville Metro	1662	STBG-MPO	AB Sawyer Greenway Shared Use Path	U				
				C				
Louisville Metro	1353	STBG-MPO	Baxter/Bardstown Premium Transportation Corridor - Section 1	C				
Louisville Metro	337	STBG-MPO	Bicycle & Pedestrian Education, Encouragement, Enforcement & Evaluation	Program	Program	Program	Program	Program
Louisville Metro	2239	STBG-MPO	Cannons Lane	D				
				U				
				C				
Louisville Metro	223	STBG-MPO	Cooper Chapel Rd. Phase 3	U		C		
Louisville Metro	2064	STBG-MPO	East Market Street (US-31E) Streetscape	C				
Louisville Metro	NEW	STBG-MPO	Hikes Lane Rehabilitation	C				

**Kentucky MPO Dedicated Projects  
Progress Report Summary - FY 2021 Phases Only**

Agenda Item #Xc

Project Sponsor	KIPDA ID	Funding Source	Project Name	2021	2022	2023	2024	2025
Louisville Metro	384	STBG-MPO	Hubbards Ln.	D				
				U				
				C				
Louisville Metro	224	STBG-MPO	I-65	U				C
Louisville Metro	369	STBG-MPO	Kentuckiana Air Education	Program	Program	Program	Program	Program
Louisville Metro	2388	STBG-MPO	Main Street / Story Avenue Intersection	R	C			
Louisville Metro	2269	STBG-MPO	Northeast Louisville Loop MET, Section 2 Beckley Station to	U				
				C				
Louisville Metro	2271	STBG-MPO	Northeast Louisville Loop MET, Section 4 Beckley Creek Park to	R	U			
					C			
Louisville Metro	1109	STBG-MPO	Ohio River Levee Trail Phase III		U			
					C			
Louisville Metro	2622	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 1	C				
Louisville Metro	2623	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 2					R
								U
								C
Louisville Metro	2624	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 3					R
								U
								C
Louisville Metro	2627	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 6		D			
					C			
Louisville Metro	2628	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 7		D			
					C			
Louisville Metro	2629	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 8		D			C
Louisville Metro	2630	STBG-MPO	Olmsted Parkways Multi-Use Path System - Section 9					D
								C
Louisville Metro	1809	STBG-MPO	One-Way Street Conversion to Two-Way Phase 1	C				
Louisville Metro	163	STBG-MPO	River Road		C			
Louisville Metro	1423	STBG-MPO	River Rd. Bicycle & Pedestrian Improvements		D			C



**Kentucky MPO Dedicated Projects  
Progress Report Summary - FY 2021 Phases Only**

Agenda Item #Xc

Project Sponsor	KIPDA ID	Funding Source	Project Name	2021	2022	2023	2024	2025
Louisville Metro	1338	STBG-MPO	River Road Extension	D	R		C	
Louisville Metro	2594	STBG-MPO	Stony Brook Drive Sidewalk Connector	R	C			
Mount Washington	2479	STBG-MPO	Historic Multi-Use Trail Segment C	D R	C			
Oldham County	1808	STBG-MPO	Buckner Connector	R U C				
Oldham County	2615	STBG-MPO	Kenwood Road				D	
Oldham County	414	STBG-MPO	KY 22 Corridor Study	P				
Oldham County	1877	STBG-MPO	KY 329	U	C			
Oldham County	321	STBG-MPO	LaGrange Underpass West of LaGrange	U		C		
Oldham County	327	STBG-MPO	Oldham County Bicycle & Pedestrian Trail	D		C		
Oldham County	2175	STBG-MPO	Oldham County Bicycle & Pedestrian Trail - Old LaGrange Rd.		R	U		C
Oldham County	2236	STBG-MPO	Spring Hill Trace Sidewalk	U C				
Prospect	NEW	STBG-MPO	US 42 Safety Improvement Project	P				
U of L	2150	STBG-MPO	Campus Improvements	D	U C			
U of L	2225	STBG-MPO	Pedestrian Improvements - Lighting	C				
U of L	2585	STBG-MPO	Pedestrian Improvements - ADA Curb Cuts & Ramps	C				

**Kentucky MPO Dedicated Projects  
Progress Report Summary - FY 2021 Phases Only**

Agenda Item #Xc

Project Sponsor	KIPDA ID	Funding Source	Project Name	2021	2022	2023	2024	2025
<b>Transportation Alternatives (TA-MPO) - MPO Projects</b>								
Jeffersontown	2385	TA-MPO	Patti Lane Sidewalk Safety Improvement		C			
Louisville Metro	NEW	TA-MPO	Bernheim Lane Sidewalk and Road Reconfiguration		D		C	
Louisville Metro	NEW	TA-MPO	Blanton Lane Sidewalk		D		R	C
Louisville Metro	NEW	TA-MPO	Crums Lane Sidewalk Phase 1		D		R	C
Louisville Metro	NEW	TA-MPO	Gagel Avenue Sidewalk		D		R	C
Louisville Metro	2104	TA-MPO	Hill Street Sidewalk Rehabilitation					
Louisville Metro	2539	TA-MPO	Louisville Loop Shared Use Path - McNeely Lake	D	C			
Louisville Metro	NEW	TA-MPO	Newburg Road Sidewalk		D		C	
Louisville Metro	2540	TA-MPO	River Road Multi-Modal Improvements	C				
Middletown	2228	TA-MPO	Wetherby Avenue	C				
Middletown	2229	TA-MPO	Bliss Avenue	C				
Mount Washington	2479	TA-MPO	Historic Multi-Use Trail Segment C	R	C			

**Phase Legend**

D = Design  
 PE = Preliminary Engineering  
 R = Right of Way  
 U = Utilities  
 C = Construction  
 P = Planning

**Progress Legend**

*On/Ahead Schedule*  
*Behind Schedule*  
*Obligated*



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

**Agenda Item #7**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** Amanda Ratliff Spencer  
**DATE:** April 14, 2021  
**SUBJECT:** FY 22 Unified Planning Work Program (UPWP)

The MPO is required by the FHWA and FTA, in cooperation with KYTC, INDOT, and TARC, to outline funding and planned activities each fiscal year (FY) in a Unified Planning Work Program (UPWP). The Draft FY 22 UPWP was provided to these agencies and has been revised based on all comments received. The Revised Draft, for TPC review and approval, can be viewed here: <http://kipdatransportation.org/upwp/>.

**Action is requested to approve the MPO's FY 22 UPWP.**

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TDD: 800.648.6056*

**[www.kipda.org](http://www.kipda.org)**



**Agenda Item #8**

**MEMORANDUM**

TO: Transportation Policy Committee  
FROM: Andy Rush  
DATE: April 15, 2021  
SUBJECT: KYTC SHIFT 2022 Process

The Kentucky Transportation Cabinet's Strategic Highway Investment Formula for Tomorrow (SHIFT) Process is now well underway. It is a data-driven project prioritization process that occurs every two years and will culminate later this year with the development of KYTC's Draft Recommended Highway Plan in advance of the 2022 Session of the Kentucky General Assembly. MPOs have two primary responsibilities in SHIFT: 1) Sponsoring projects, and 2) Boosting projects.

The project sponsorship phase is underway. Sponsorships are allocated statewide amongst the KYTC District Offices, the MPOs, and ADDs. The KIPDA MPO has been allocated up to 49 project sponsorships. A project in our region must be sponsored by KYTC or by KIPDA for it to be considered (scored) in the SHIFT Process. The 49 MPO sponsorships will be in addition to the 67 projects that KYTC District 5 have sponsored across their 8-county district. MPO sponsorships will be focused on projects that are in the current MTP.

KYTC District 5 finalized their sponsorships in Early April. KIPDA Staff recently met with the local agencies from around the region to discuss KIPDA MPO sponsorships. From those meetings, a draft list of KIPDA MPO Sponsorships was presented to the KIPDA TTCC on April 14<sup>th</sup>. The TTCC has recommended that group of 49 projects be approved for SHIFT Sponsorship by the TPC.

The list of projects that has been recommended for TPC approval can be found here:

[KIPDA MPO Projects for SHIFT Sponsorship](#)

For more information about SHIFT 2022, KYTC and KIPDA have created the following webpages:

[KYTC SHIFT 2022 Page](#)

[KIPDA SHIFT 2022 Page](#)

**Action is requested.**

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

**Agenda Item #9**

**MEMORANDUM**

**TO:** Transportation Policy Committee  
**FROM:** David Burton  
**DATE:** April 13, 2021  
**SUBJECT:** Connecting Kentuckiana 2050 - Metropolitan Transportation Plan Update

KIPDA staff would like to inform the Transportation Policy Committee that the Connecting Kentuckiana 2050 Update continues on schedule. When completed in 2023, the Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP) will replace the current MTP, Connecting Kentuckiana 2040.

While the update of the MTP proceeds on many fronts, the recently completed public outreach activities are of note due to their success. As highlighted in the attached report, over 750 comments were collected concerning the issues people face in their everyday travel around the region. Over 200 survey responses also help paint a broader understanding of the community's expectations when considering how transportation may evolve in the region.

The survey responses and the location specific issues will be utilized throughout the update process beginning with the review of Goals and Objectives and continuing into project development and project evaluation.

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# PLANNING UPDATES & SCHEDULE HIGHLIGHTS

Connecting Kentuckiana 2050 will replace the current Metropolitan Transportation Plan (MTP) as the long-term vision for transportation in our region. As our region grows, prioritizing safe, connected mobility options for all is increasingly important.

The current MTP, Connecting Kentuckiana 2040, raised the bar in using data, public input, and performance measures to drive priorities for addressing transportation issues in our region. KIPDA aims to continue that progress with this MTP update.

## SCHEDULE HIGHLIGHTS:

### WINTER 2021:

- ✓ Bicycle & pedestrian data update
- ✓ Public Outreach 1: Issues Identification

### SPRING 2021:

- Environmental Justice Analysis update
- Red Flag Inventory update

### SUMMER 2021:

- Goals, Objectives, and Performance Measure Review
- Active Transportation Plan in progress
- Public Outreach 2: Goals and Objectives

## PLANNING UPDATES:

### Public Outreach: Issues Identification

The first public input opportunity is complete and was a great success. Outreach focused on hearing from the public about transportation issues experienced on a daily basis. The input received will be utilized in updating the MTP goals and helping develop projects to address regional needs. More information is available in the Public Outreach 1 Report.

### Review of Goals and Objectives

In May, staff will ask the TPC to form a working group to review staff recommendations on updating the Connecting Kentuckiana 2040 goals and objectives.

### CMP Review

As defined in the current Congestion Mitigation Process, staff has been examining projects in Connecting Kentuckiana 2040 for opportunities to include CMP strategies. Staff will also be reviewing the CMP for possible updates.

### Review of Regional Planning Studies

Staff has been reviewing planning studies related to transportation and land use to get a better understanding of the planning activities in the region. This review will help set the stage for project development discussions next year.

### Exploring Congestion Levels in StreetLight

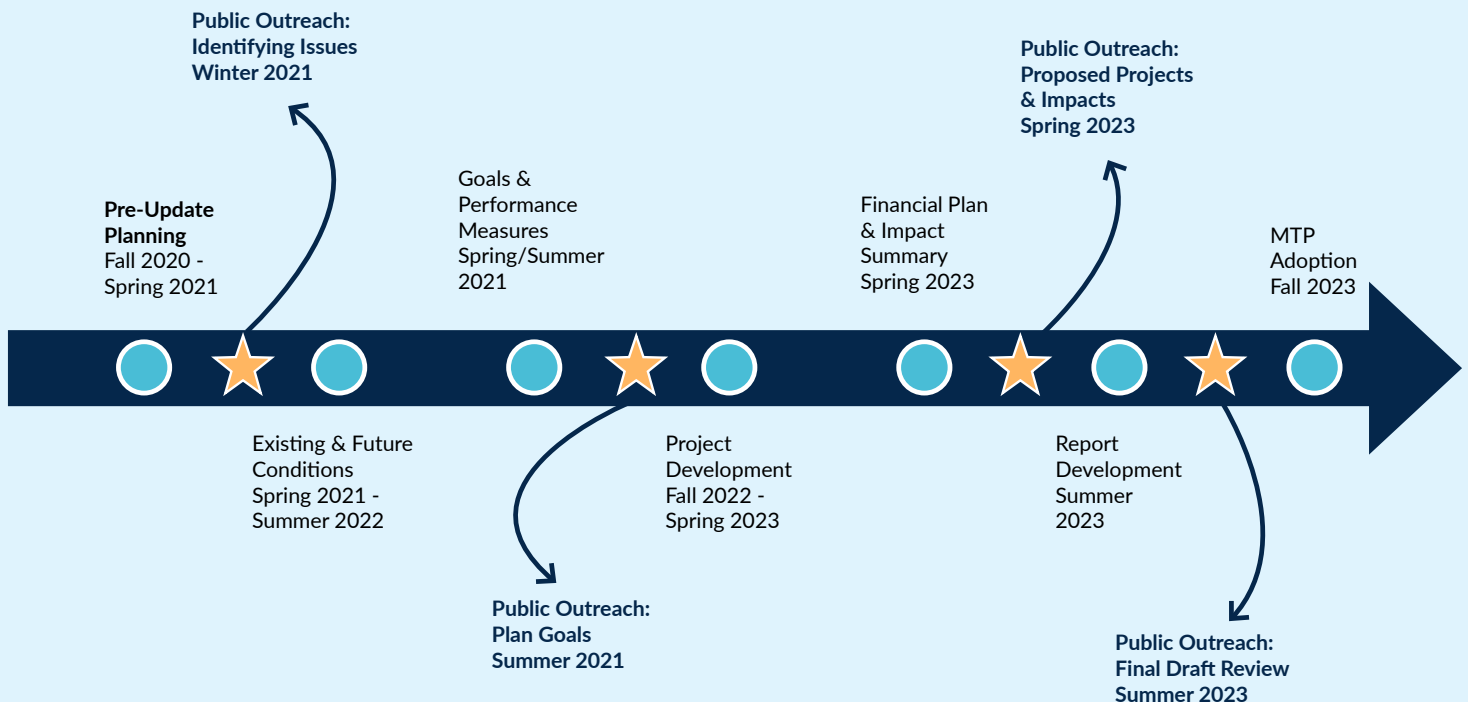
Staff is exploring ways to incorporate StreetLight data into an updated look at congestion levels in the region. Review is ongoing, but may include travel time index, peak vs. freeflow speed, or duration of congestion.



# Connecting Kentuckiana 2050 will be a guide to future investment in a connected, safe, and efficient transportation system in the KIPDA region.



## MILESTONES:



## ABOUT THE PLAN:

The KIPDA Metropolitan Planning Organization (MPO) is required to update the long-range metropolitan transportation plan every four years. *Connecting Kentuckiana 2050* will have a planning horizon year of 2050 and is anticipated to be completed in Fall 2023.



## GET INVOLVED:

1. [Subscribe](#) to email notifications
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  - [Facebook](#)
  - [Twitter](#)
  - [Instagram](#)
3. [Get the latest info at](#) [Connecting Kentuckiana 2050 online](#)

 [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)

 502.266.6144

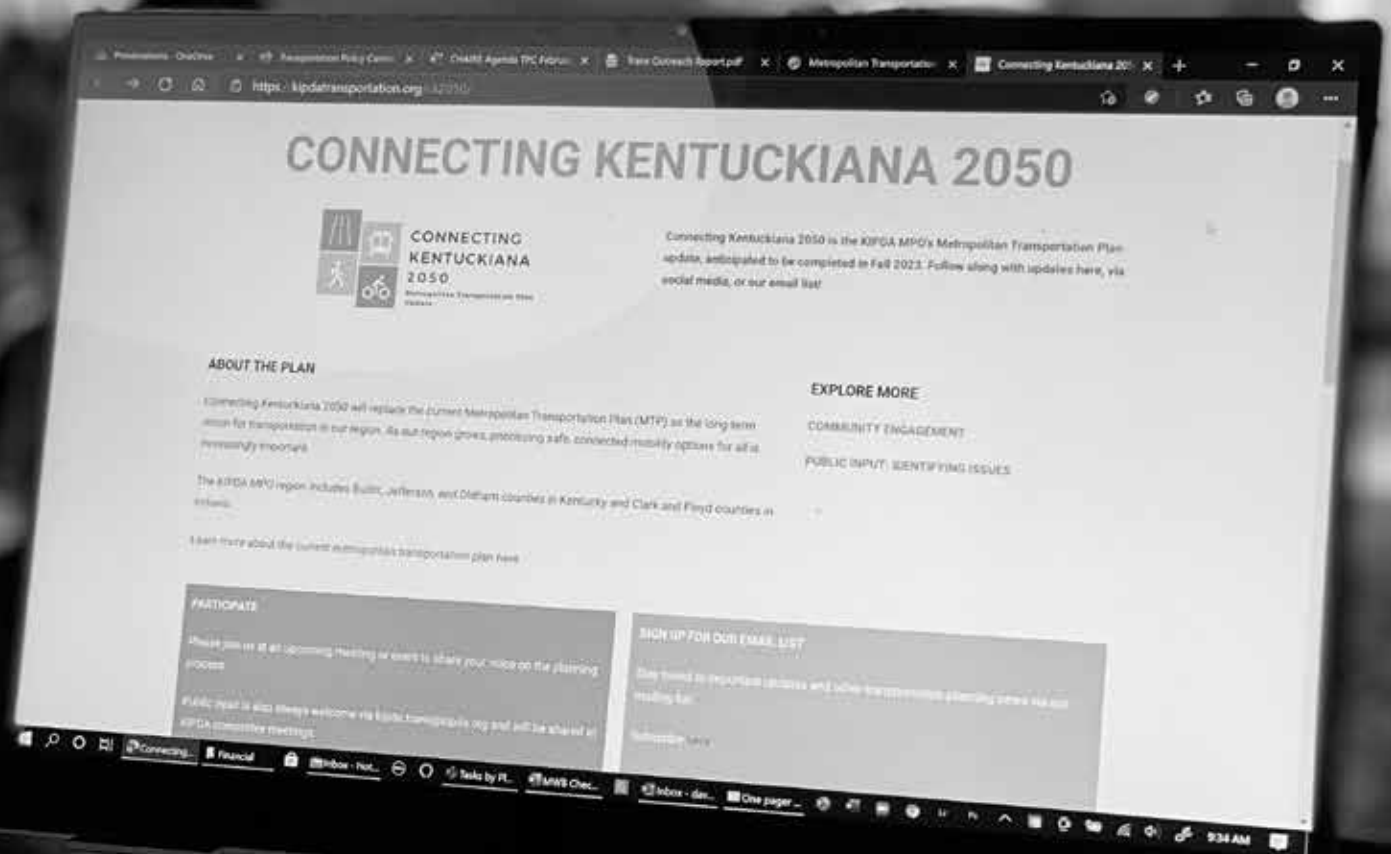
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# CONNECTING KENTUCKIANA 2050

Metropolitan Transportation Plan  
Update

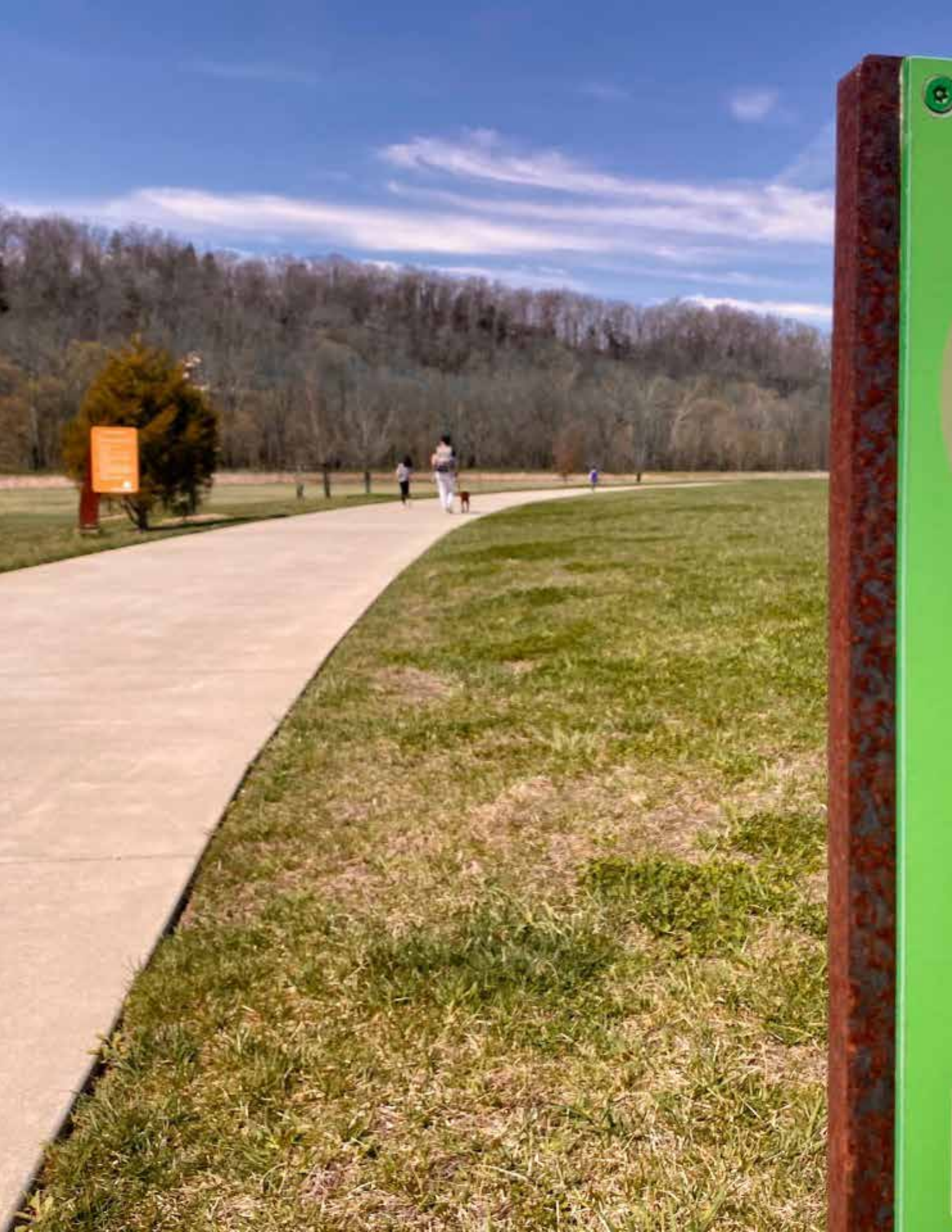


## PUBLIC PARTICIPATION SUMMARY

### REPORT 1: IDENTIFYING THE ISSUES

APRIL 2021





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# PUBLIC INPUT 1: IDENTIFYING THE ISSUES

**Better understanding transportation issues is vital to completing a thorough planning process. Public input on current transportation issues, challenges, and wants for our region serves as one of the foundations of this planning process.**

The first public input opportunity focused on identifying transportation issues the community experiences on a daily basis. These issues range from roadway maintenance needs to commercial hubs lacking transit service for access to jobs. The major themes identified from the input will be used by the Transportation Policy Committee to craft the goals and objectives for Connecting Kentuckiana 2050. The identified issues will also help KIPDA and its planning partners to develop and evaluate projects to address these and other regional needs.

During the outreach effort, KIPDA also collaborated with stakeholders. The community organizations and local government entities who engaged with us were invaluable by either acting as a spokesperson for their members, providing needed input from personal experience, or both. These conversations also helped us educate and engage with those who are not typically involved in the MPO process.

The following report outlines the strategies used to engage and collect input from the public and the results.

## STRATEGIES

KIPDA sought input on transportation issues through three primary means: a survey and interactive map, outreach to community stakeholders, and distribution to media outlets.

The health, safety, and wellbeing of the community is of utmost importance to KIPDA. During the COVID-19 Pandemic, KIPDA held no in-person meetings or activities. The outreach effort was conducted using only virtual platforms.

### SURVEY AND INTERACTIVE MAP

Community members were invited to submit their thoughts about transportation issues they face in their daily lives via an online survey and interactive map.

The interactive map allowed people to drop a virtual pin on a specific location and leave a comment. The survey questions addressed broader questions and gauged current transportation usage, future concerns, and preferred improvements to the network.

The interactive map and survey were available from February 10 to March 26, 2021 online via KIPDA's transportation website.

## ENGAGEMENT BY THE NUMBERS

With the restrictions on in-person outreach activities, every effort was made to spread the word about the survey. KIPDA utilized social media platforms, existing email subscriber lists, and targeted outreach to community groups to circulate the survey. Total reach is estimated at over 16,000.

SOCIAL MEDIA	TOTAL IMPRESSIONS
Facebook	6,303
Twitter	9,872
Instagram	152
<b>TOTAL</b>	<b>16,327</b>

EMAIL	SENT
KIPDA Email Subscribers	2,069
Other Identified Stakeholders	455
Every Commute Counts Commuter List	1,300
KIPDA TPC and TTCC	132
<b>TOTAL</b>	<b>3,956</b>

Impressions are the number of times social media content is displayed.



## STAKEHOLDER MEETINGS

KIPDA strives to build relationships across the community and involve more perspectives in the planning process. Establishing a dialogue early in the development of Connecting Kentuckiana 2050 allows for ongoing conversations over the course of the plan's development.

KIPDA invited 210 community organizations, non-profits, and local government entities to discuss community transportation issues and to explore options for engaging their constituents, staff, or membership. KIPDA attended or hosted 27 stakeholder meetings, listed below.

Several organizations helped spread the word about the Identifying Issues Survey by including the information in newsletters and mailing lists.

## MEDIA

KIPDA distributed a press release announcing the development of Connecting Kentuckiana 2050 and information about the survey and interactive map. The full list of media contacts is available in Additional Information.

Louisville Business First also published an article highlighting public engagement efforts for the plan. The article is included in Additional Information.

### ORGANIZATION & MEETING DATE

Age Friendly Louisville	02/10/21	Anchorage City Council	03/08/21
Louisville Grows Board of Directors	02/10/21	Bullitt County Chamber of Commerce	03/11/21
Middletown Chamber of Commerce	02/11/21	Rubbervtown Community Advisory Council	03/11/21
Louisville Health Advisory Board	02/17/21	Goodwill of Kentucky	03/15/21
APCD Board of Directors	02/17/21	Community Foundation of Southern Indiana	03/17/21
Community Foundation of Southern Indiana	02/23/21	Southern Indiana Hiking Club	03/17/21
TARC Board of Directors	02/23/21	Rotary Club of New Albany	03/18/21
Center for Neighborhoods	02/24/21	Jefferson County League of Cities	03/18/21
Kiwanis Club of Historic New Albany	02/26/21	KYTC District 5	03/23/21
Portland Now	03/02/21	Louisville Forward Staff Meeting	03/23/21
Louisville Urban League	03/03/21	TARC Road Supervisors & Safety Team	03/23/21
Youth Build	03/04/21	Kentucky Chapter American Planning Association: Louisville Area Planners	03/26/21
Louisville Forward/Develop Louisville	03/05/21		
One West	03/08/21		
Greater Louisville Project	03/08/21		

# SURVEY RESULTS

## COUNTY LIVE IN AND WORK IN

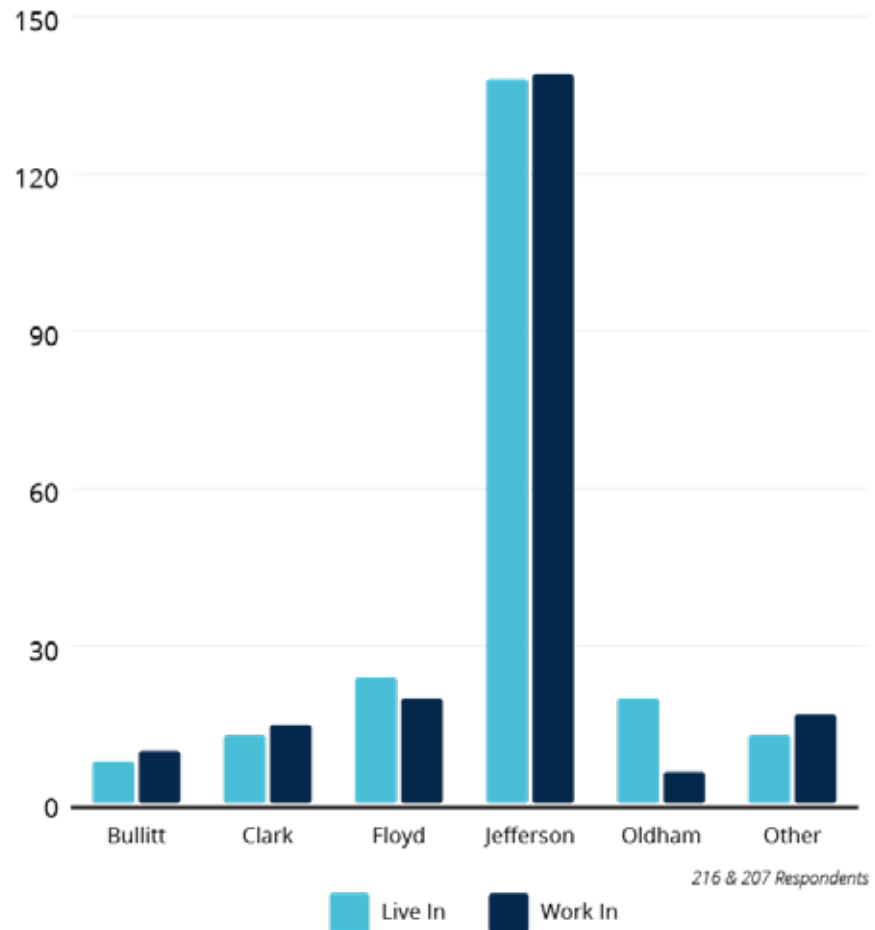
I LIVE IN \_\_\_\_ COUNTY.

I CURRENTLY WORK/GO TO SCHOOL IN \_\_\_\_ COUNTY.

Responses were primarily received from people who live and work in Jefferson County. Bullitt County was selected the least as the county of residence. Oldham County had the fewest responses for workplace location.

Other counties of residence represented include Larue, Scott, Woodford, Shelby, Fayette, Hardin, and Spencer counties in Kentucky and Harrison County, Indiana.

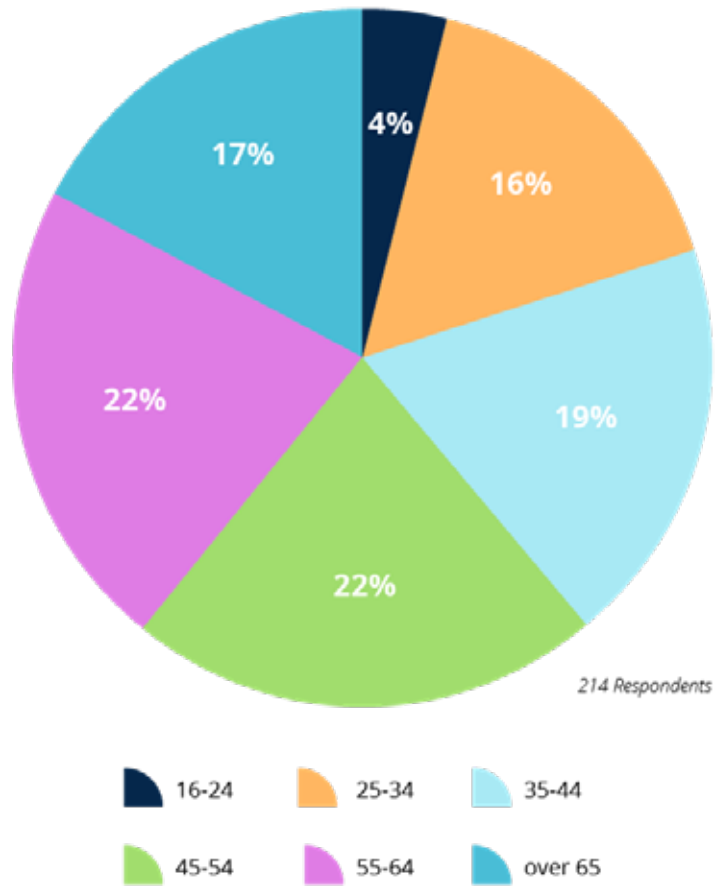
Other responses for work location include Franklin (KY), Hardin (KY), and Clark (IN) counties, or the respondent telecommuted, worked in multiple locations, or was retired.



Source: KIPDA, 2021

**AGE**  
MY AGE CATEGORY IS

The age distribution of responses was almost equally distributed, with the largest representation among 45-64 year olds combined.



Source: KIPDA, 2021

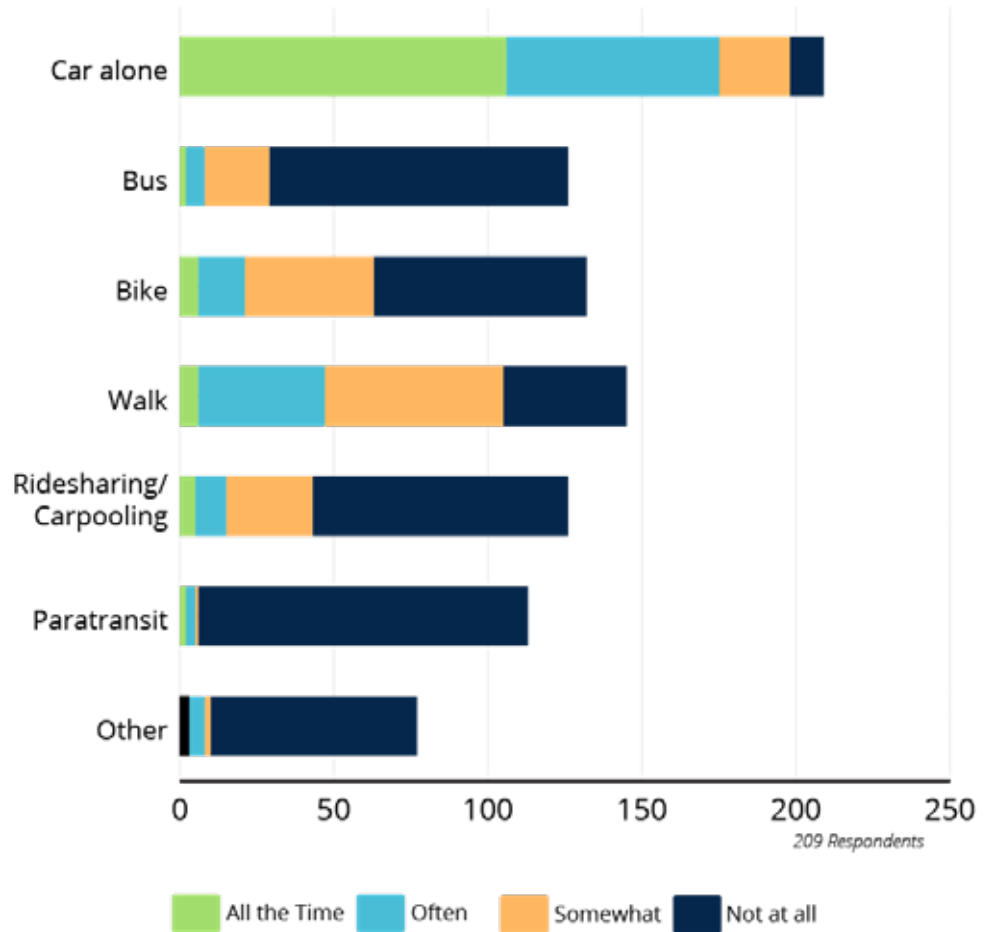
**217**  
SURVEY  
RESPONSES

**771**  
MAP  
COMMENTS

### MOST UTILIZED MODES OF TRANSPORTATION

I CURRENTLY USE THE FOLLOWING MODES OF TRANSPORTATION TO TRAVEL TO WORK, SCHOOL, SHOPPING, ETC.

95% of respondents drive alone at least some of the time, with over half driving alone all of the time. This aligns with other mode choice data for the region. Transit, biking, and walking were identified as modes used occasionally. Other responses included motorcycles, micromobility options (e-scooters), and riding with family or friends.

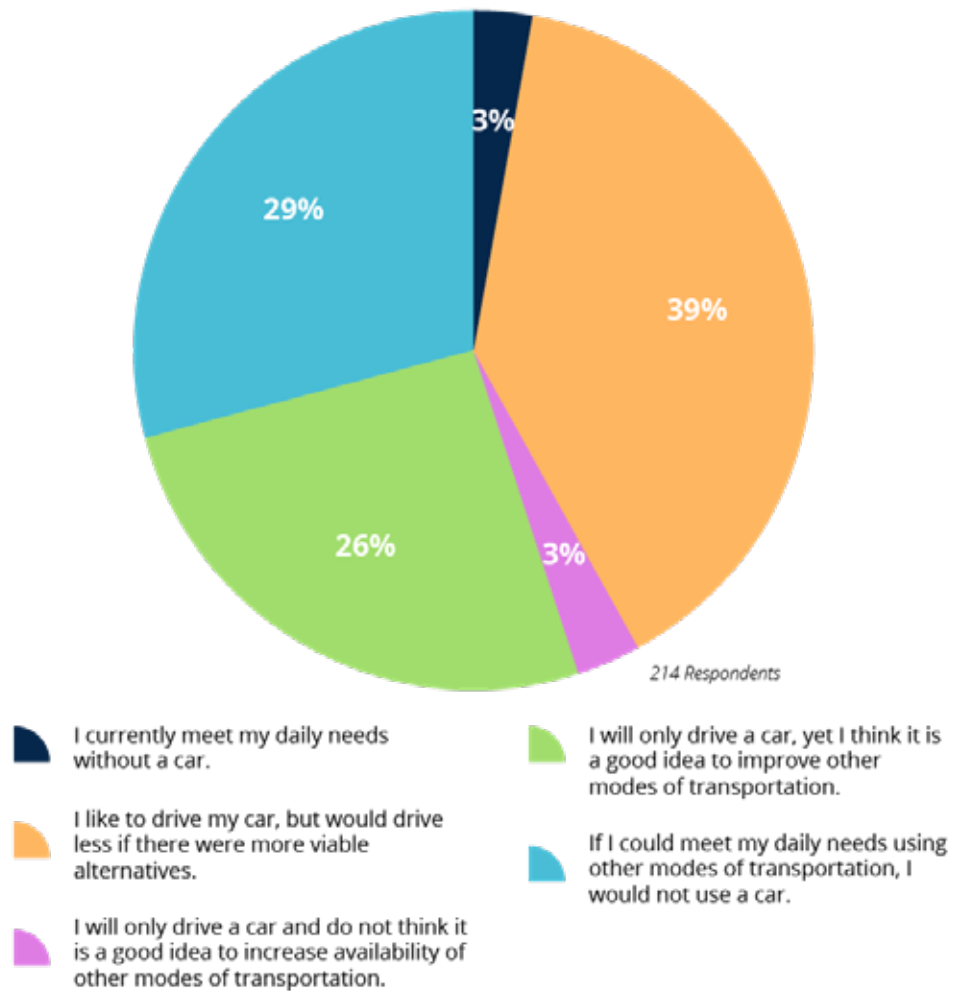


Source: KIPDA, 2021

## TRANSPORTATION OUTLOOK

### WHICH STATEMENT BEST DESCRIBES YOU

Support for other modes besides driving cars was seen by the majority of respondents. Most respondents (39%) identified that they like to drive, but would drive less if more viable options were available. A further 29% selected that they would prefer not to use a car if they could do so easily in their daily life. Finally, 26% chose that they would only drive, but support improving other modes of transportation.



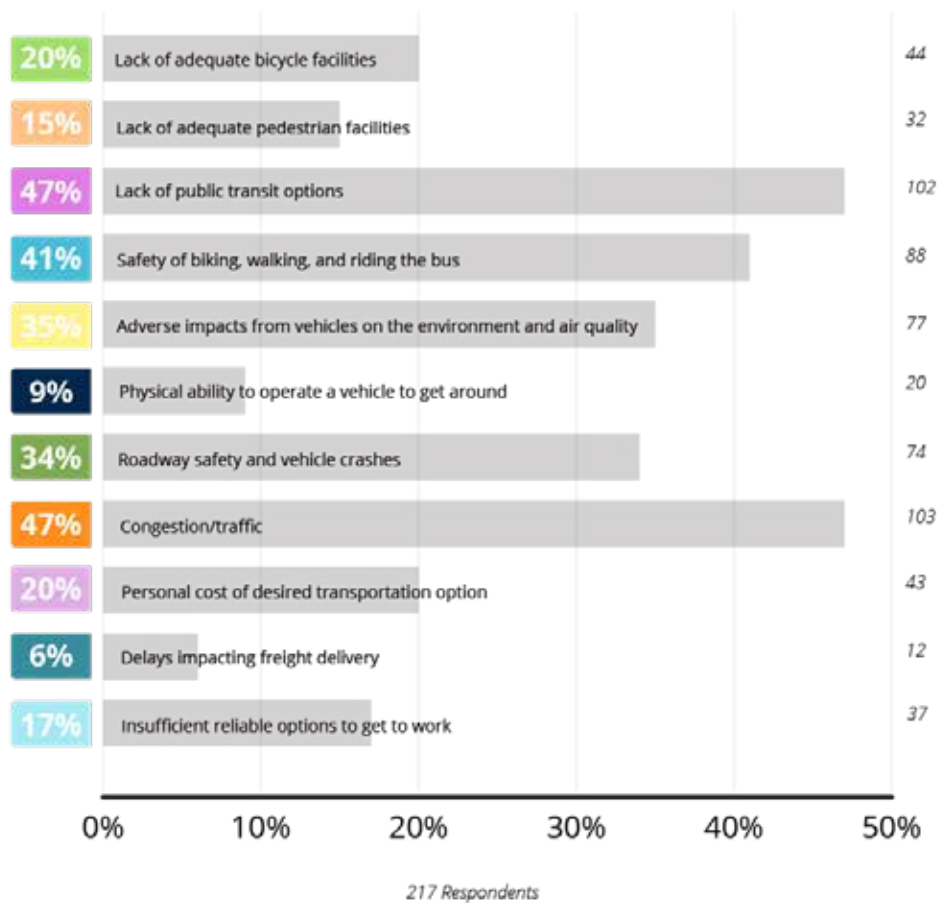
Source: KIPDA, 2021



Respondents were asked to select their top three concerns about transportation in the next 20 years. Lack of public transit options; congestion/traffic; and the safety of biking, walking, and riding the bus were the top three categories selected.

## CONCERNS

WHAT ARE YOUR TOP THREE CONCERNS ABOUT GETTING AROUND THE REGION OVER THE NEXT 20 YEARS?

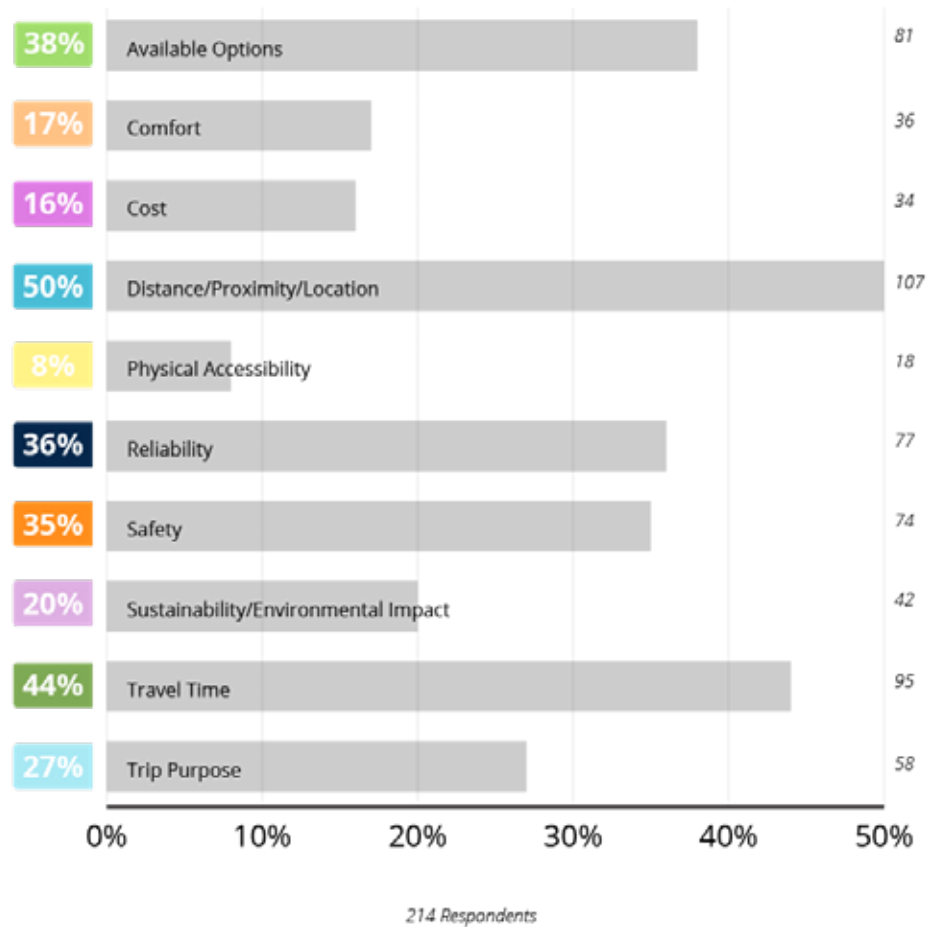


Source: KIPDA, 2021

Distance/proximity/location was the top reason for why respondents chose a particular mode of transportation. The travel time, availability of options, reliability of the option, and safety were also frequently selected reasons for transportation choices.

### TRANSPORTATION CHOICE

MY TRANSPORTATION CHOICES ARE BASED ON: (CHOOSE UP TO 3)



Source: KIPDA, 2021

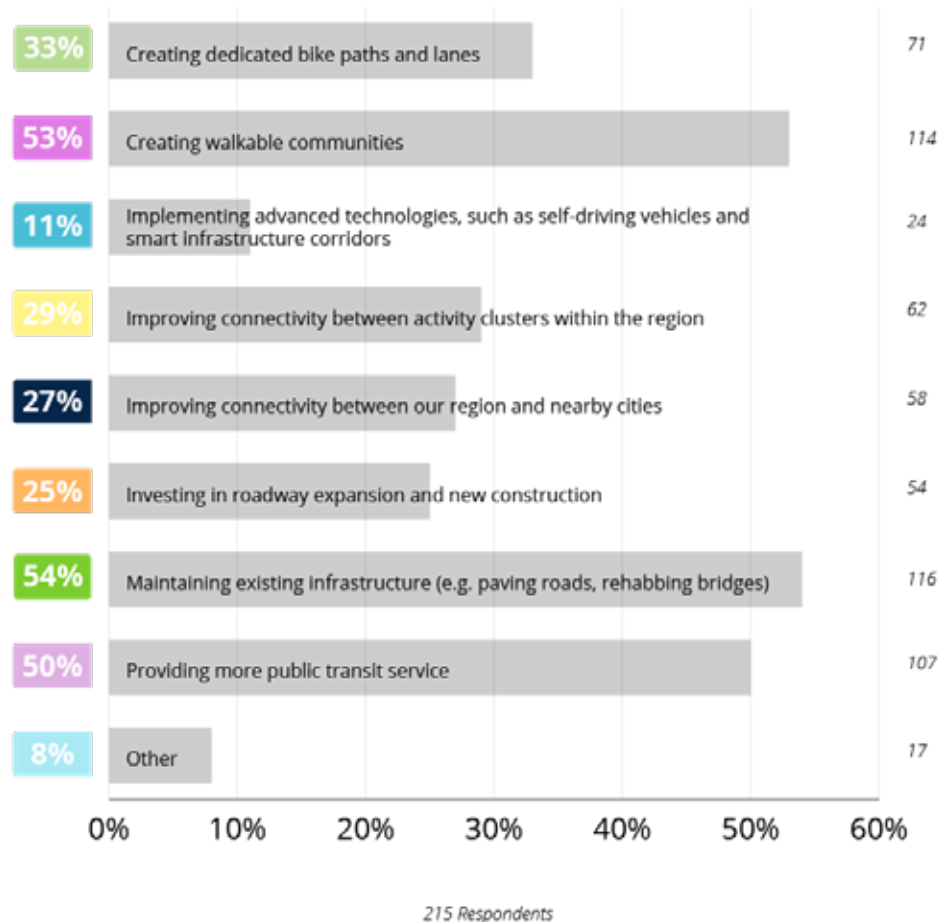
## IMPROVEMENTS

SELECT THREE TYPES OF TRANSPORTATION IMPROVEMENTS THAT ARE MOST IMPORTANT TO YOU.

Respondents were asked to choose up to three transportation improvements they would prefer to see made in the region. The top three improvement types chosen were:

1. Maintaining existing infrastructure (e.g. paving roads, rehabbing bridges)
2. Creating walkable communities
3. Providing more public transit service

Comments for the "Other" category include wanting safer streets, trans-regional transit or light rail, better traffic signal coordination, pedestrian-first infrastructure, and increasing the tree canopy.



Source: KIPDA, 2021

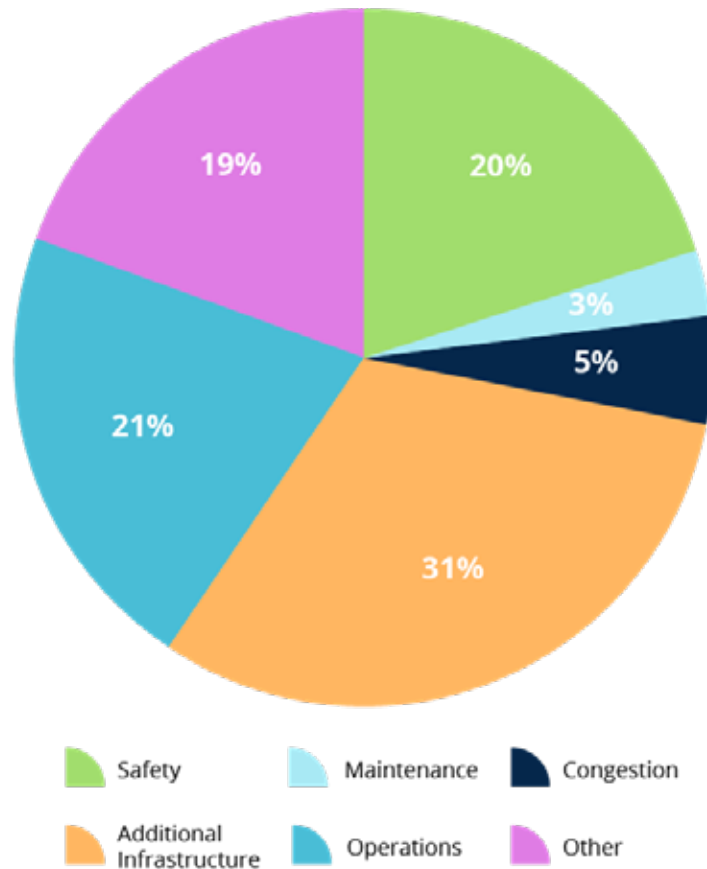
## INTERACTIVE MAP RESULTS

A total of 771 comments were submitted through the interactive map that accompanied the survey.

The collected comments were categorized by type and facility. The following maps show the locations of the comments color coded by category.

### COMMENT CATEGORIES

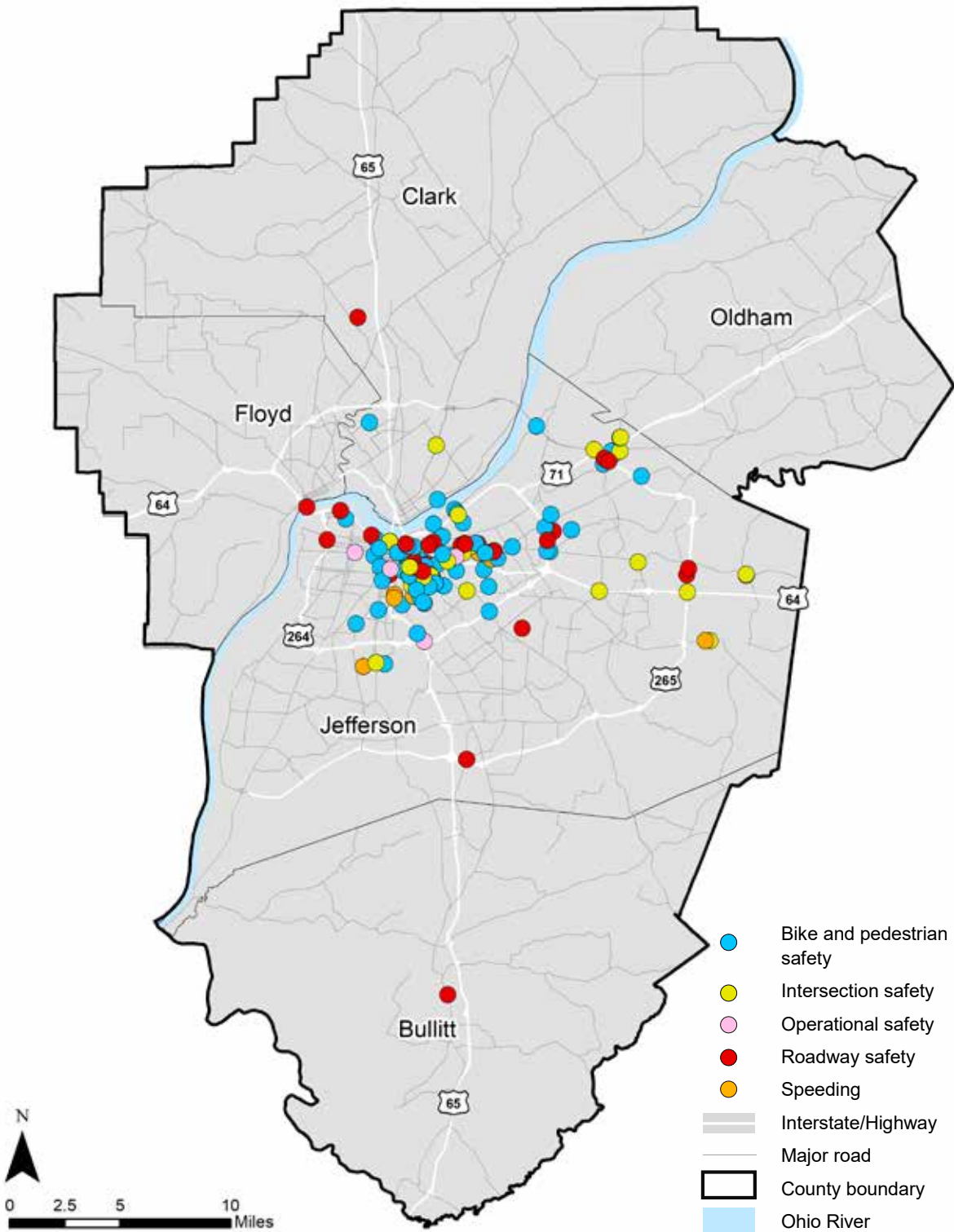
SIX CATEGORIES WERE USED TO ORGANIZE COMMENTS. FACILITY TYPES REFERRED TO IN COMMENTS ARE IDENTIFIED IN THE FOLLOWING MAPS.



EXPLORE THE COMMENTS FURTHER AT  
[WWW.KIPDATRANSPORTATION.ORG/  
CK2050\\_ENGAGEMENT](http://WWW.KIPDATRANSPORTATION.ORG/CK2050_ENGAGEMENT)

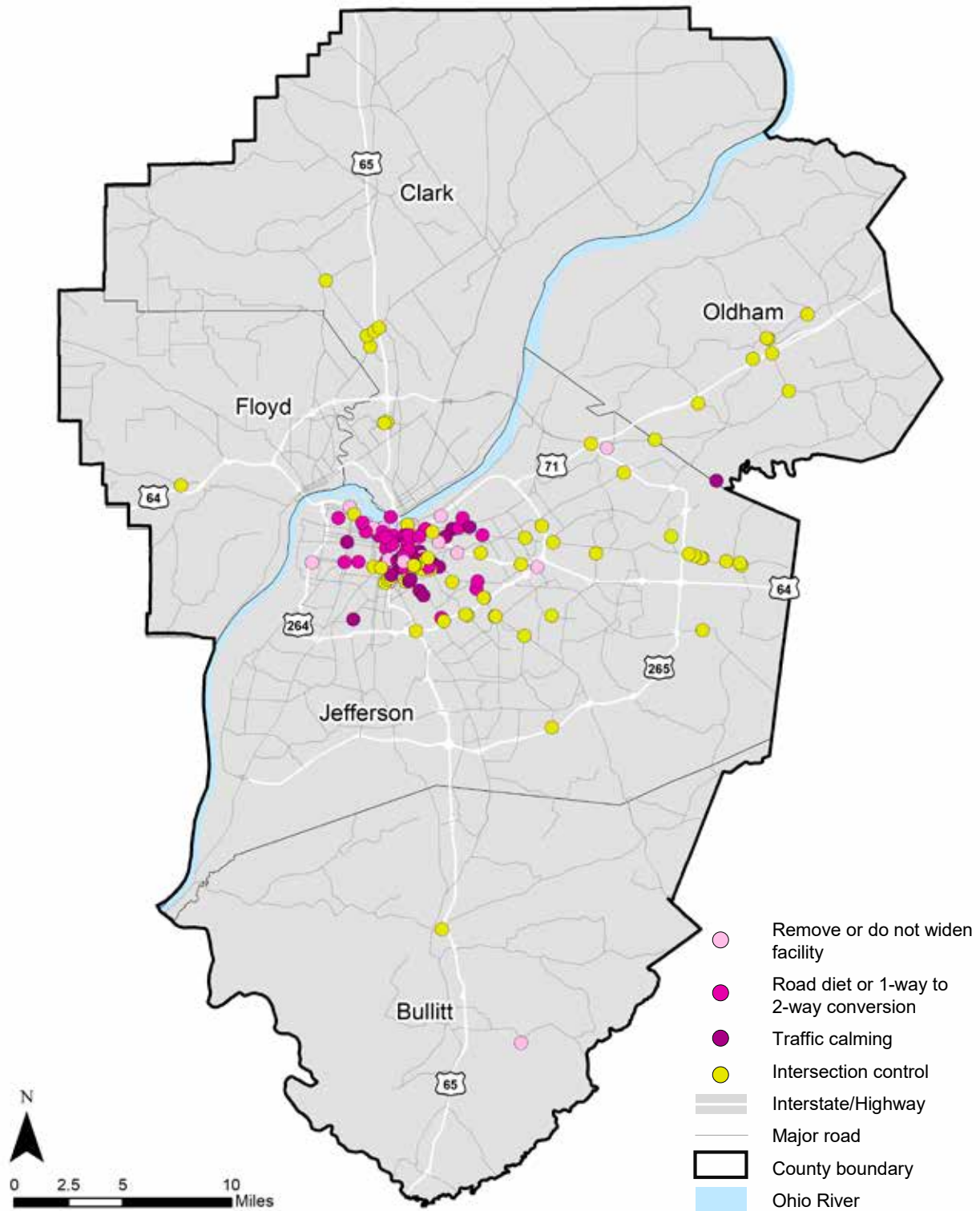
## SAFETY

Comments relating to unsafe, dangerous conditions for pedestrians and bicyclists, at intersections or on roadways, and conditions that produce unsafe operational traffic flow or contribute to speeding.



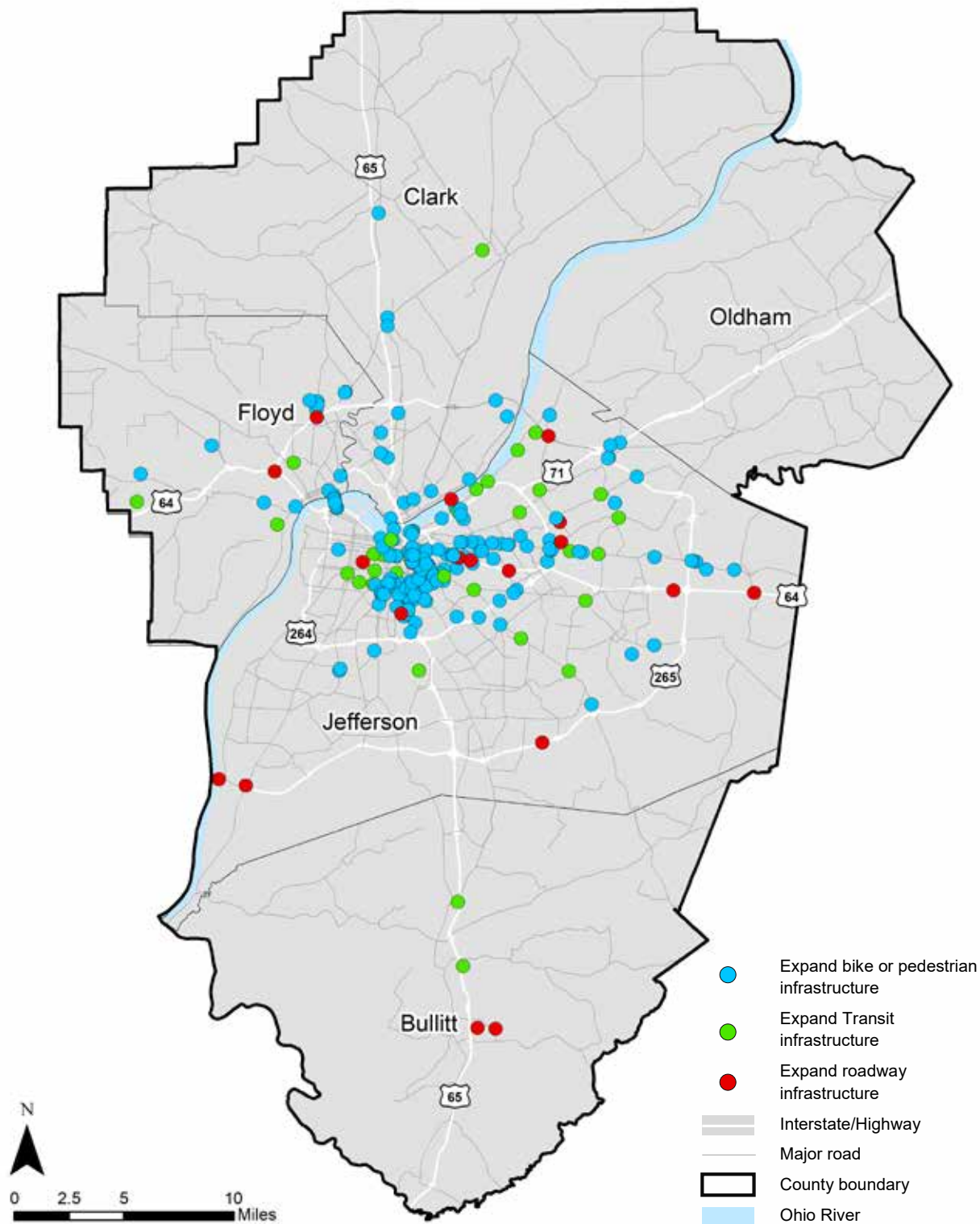
## OPERATIONS

Comments relating to roadway operations.



## ADDITIONAL INFRASTRUCTURE

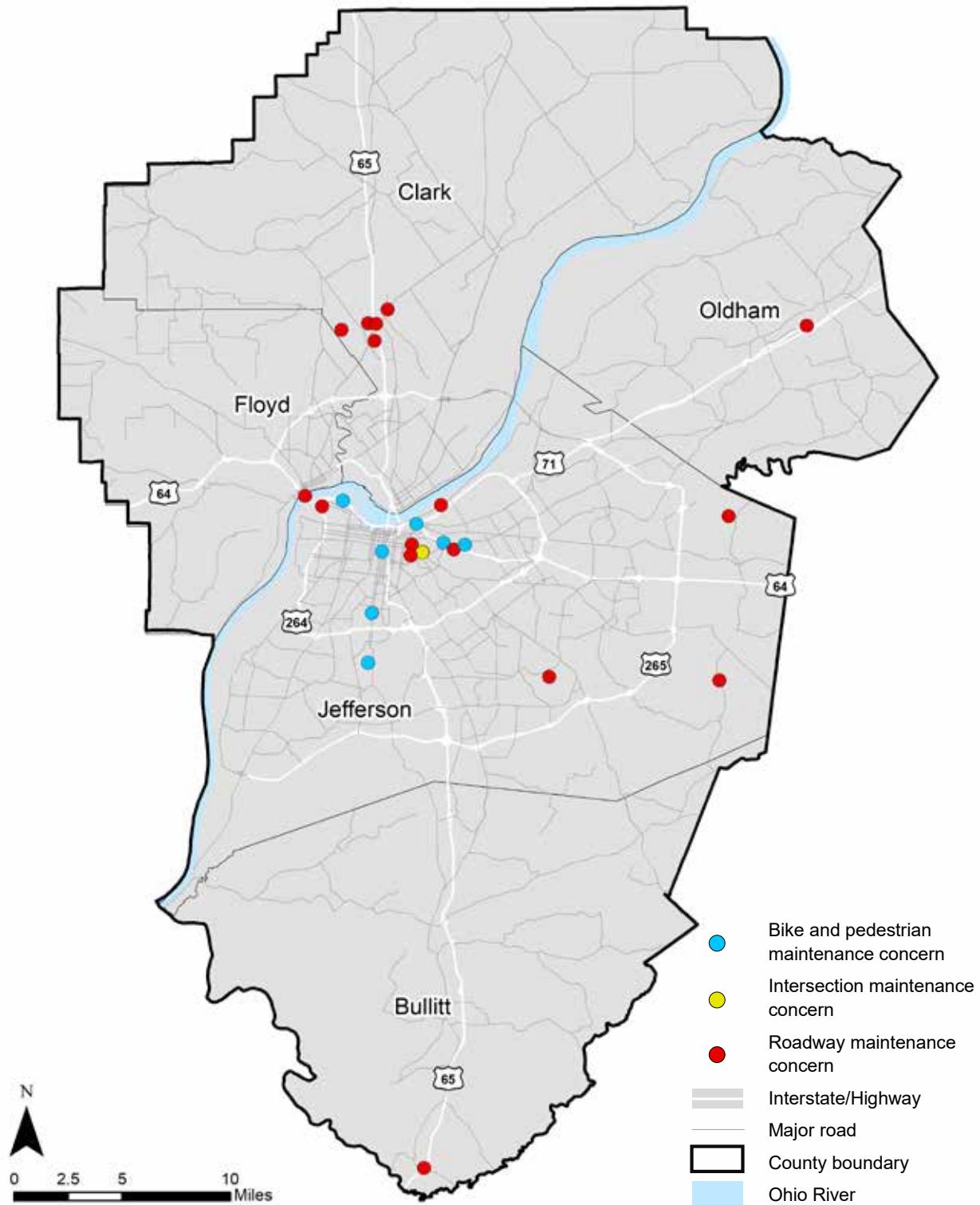
Comments relating to the need for additional facilities or modifications to facilities.





## MAINTENANCE

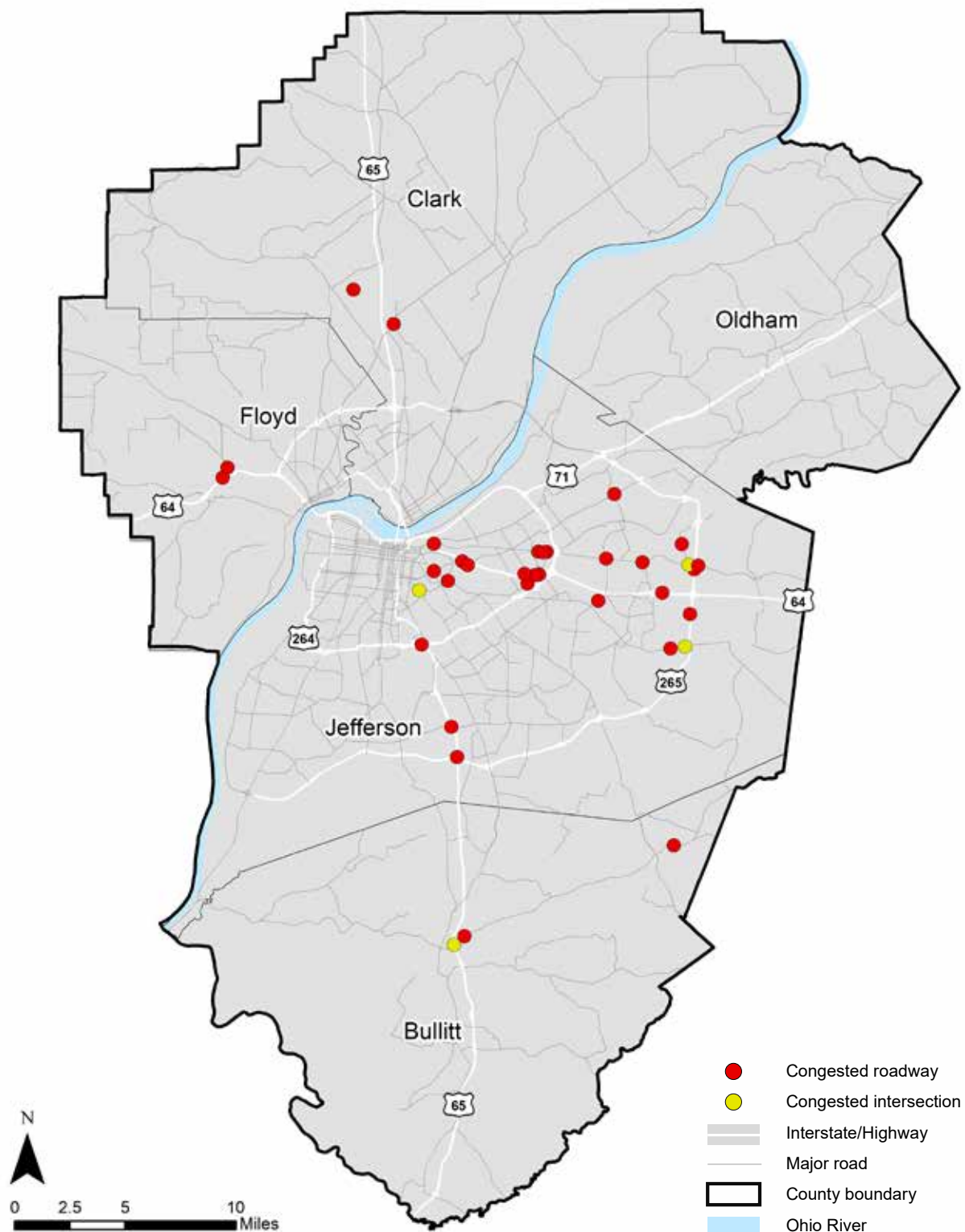
Comments relating to facility condition on bike lanes, sidewalks, roadways, and intersections.





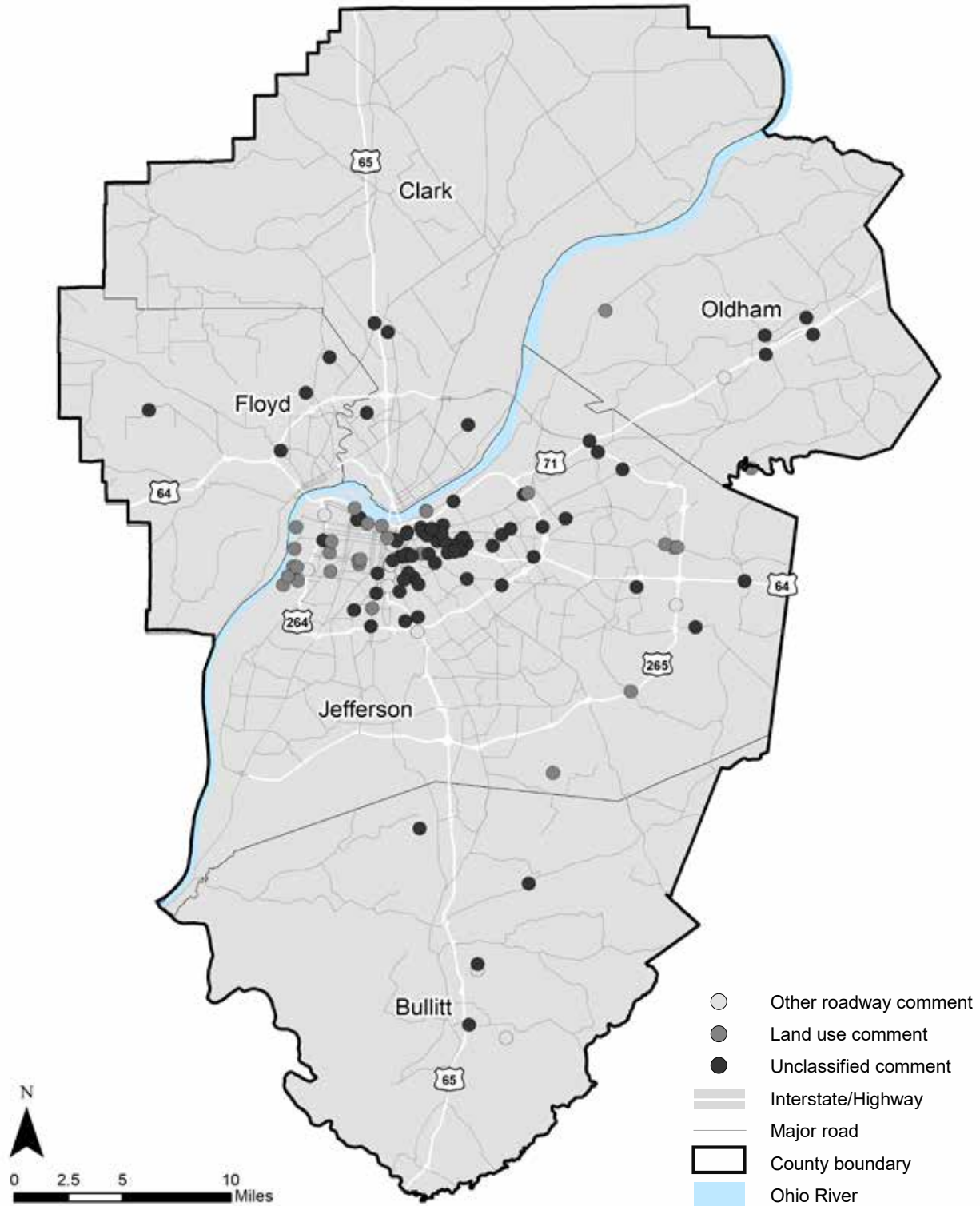
## CONGESTION

Comments relating to congested roadway or intersection conditions.



## OTHER

Comments relating to land use or roadways that did not fit in another category. Blank comments are also included in this category.



# THEMES AND COMMENTS FROM STAKEHOLDER MEETINGS

Conversations from the 27 stakeholder meetings provided additional insight into transportation issues across the community. Several themes were recurring throughout the meetings.

## THEMES

Several discussions focused on pedestrian, bicycle, and transit issues and needs. The need for reliable transportation to employment, not always by car, was a recurring conversation. Lack of transit access to suburban industrial parks (i.e. Shepherdsville in Bullitt County and River Ridge in Jeffersonville, Indiana) make it difficult to get to these employment locations without a vehicle. When there is transit access, few bus stops and little to no lighting or sidewalks make the journey unsafe, uncomfortable, and inconvenient. The younger workforce without a reliable vehicle will opt for expensive ridesharing over public transit if it ensures a more convenient and safe trip. The connection between investing in adequate multi-modal facilities and a strong economy was frequently mentioned.



Other transit needs were raised, including options for rural and commuter transit from the outer counties to the urban core and increased safety of transit travel with better amenities at bus stops.

Pedestrian and bicycle infrastructure needs were a common topic of discussion among several stakeholders. There is an increasing concern about pedestrian and cyclist safety on the roadway. Speeding and unsafe driving, particularly on one way streets, was a major concern KIPDA heard several times, especially from organizations working in the western part of Louisville. In addition, concerns about the streetscape, including the need for maintained sidewalks, more connected facilities, and increasing the tree canopy. These multimodal improvements were also discussed in the scope of better public health outcomes, both to have more people moving around without vehicles and to decrease the number of vehicles on the roads.

Mobility on roads was also mentioned, in particular increased traffic in eastern Louisville tied to the fast development. Several comments about the I-64 study and the Cochran Hill tunnels were mentioned, as was how the road network divides west Louisville from the downtown area. Both topics are currently projects in the MTP.

Finally, the meetings provided an opportunity to educate stakeholders on the MPO planning process. Several questions were asked about how the MPO interacts with state and local entities for planning and how the process for securing federal transportation funding works. There was an interest in the amount of federal funding being spent in urban vs. rural areas, low income vs. higher income, and by mode.

## COMMENTS

Location specific comments that were made during stakeholder meetings are listed on the following pages. These comments are not verbatim.

MEETING	LOCATION	COMMENT
Louisville Grows	Jefferson	District 21- Partnering with LG&E along 3rd street to replace trees that have grown into the powerlines
Louisville Grows	Jefferson	Railroad overpass at 3rd and Eastern Parkway have constant semi accidents due to height restrictions of the overpass
Middletown Buisness Chamber	Jefferson	Congestion concerns on Aiken and English Station is a concern esp with a new apt complex going in
Center for Neighborhoods	Jefferson	Lack of transit options for Kroger at 26th and Broadway
Kiwanis Club of New Albany	Floyd	A sidewalk at 402 Country Club Drive needs repair. It has flooding issues and can ice over and be dangerous in the winter
Portland Now	Jefferson/Floyd	Residents would like to see the K&I Bridge opened to pedestian traffic
Portland Now	Jefferson	Cars and trucks park on the sidewalk at 23rd and Owen. Pedestrians and the disabled can not access the sidewalks and have to enter the street
Portland Now	Jefferson	Cars and trucks park on the sidewalk at 26th and Bank to Market. Pedestrians and the disabled can not access the sidewalks and have to enter the street
Portland Now	Jefferson	Traffic light is needed at 31st and Market with the Norton Healthcare Sports and Learning Center opening up
Portland Now	Jefferson	Speeding is prevalant on Portland Ave
Portland Now	Jefferson	Speeding is prevalant on Bank Street
Portland Now	Jefferson	Convert Bank Street to two-way from 15th to at least 22nd
Portland Now	Jefferson	Convert Portland Ave to two-way from 15th to at least 22nd
Portland Now	Jefferson	Fence line aong north east corner of 22nd and Portland Avenue limits pedestrian flow including a TARC stop and a bench
Louisville Urban League	Jefferson	Flooding at 37th and Bank Street

MEETING	LOCATION	COMMENT
Louisville Urban League	Jefferson	Excessive littering at 22nd and Portland Ave
Louisville Urban League	Jefferson	Return the grassy medians along Northwestern Parkway.
Louisville Urban League	Jefferson	Exit and on ramps at I-264 and Muhammad Ali are in need of repair
YouthBuild	Bullitt	Lack of transit options for Amazon in Shepherdsville
YouthBuild	Jefferson	Doss High School at St Andrew's Church Road has no sidewalks to the bus stop
YouthBuild	Clark	Lack of transit options to IU-Southeast
YouthBuild	Clark	Lack of transit options to Ivy Tech
YouthBuild	Clark	Lack of transit options to Amazon in Sellersburg
Anchorage	Oldham	Non-residents use Old Henry Road and English Station Road as cut thru
Goodwill of Kentucky	Jefferson	Transit stops in the Riverport Area stop before the employment centers and lack adequate lighting
Goodwill of Kentucky	Jefferson	Transit options to the Goodwill Middletown Store (100 Huntington Ridge Drive) are limited
Community Foundation of Southern Indiana	Clark	Congestion issues and lack of pedestrian friendly amenities at 10th Street and I-265 roundabout
Community Foundation of Southern Indiana	Jefferson/Floyd	Residents would like to see the K&I Bridge opened to pedestrian traffic
Community Foundation of Southern Indiana	Floyd	Speeding concerns and lack of crosswalks on Elm Street
Southern Indiana Hiking Club	Jefferson	Would like to have the Louisville Loop connected at River Road

MEETING	LOCATION	COMMENT
Southern Indiana Hiking Club	Jefferson	Bike path is washed out at Beargrass Creek near Grinstead and Lexington Road
Southern Indiana Hiking Club	Clark	Congesttion issues at 265 west of I-65
Jefferson County League of Cities	Jefferson	Congestion issues at Bardstown Road & Watterson Expressway. Backup happen in the turning lanes for drivers trying to enter Watterson
TARC Supervisors and Road Safety Team	Jefferson	Sidewalks need repairs in the Shawnee Neighborhood
TARC Supervisors and Road Safety Team		Lack of lighting at transit stops at Old Shepherdsville Road
TARC Supervisors and Road Safety Team		Lack of lighting at transit stops at Popular Level Road

## ADDITIONAL INFORMATION

### MEDIA CONTACTS

105.1 FM Talk

Al Dia en America

Business First of Louisville

Courier-Journal

KET TV

LEO Weekly

Louisville Defender

Louisville Magazine

News & Tribune

Oldham Era

Pioneer News

Southeast Christian Church

Voice-Tribune

WAVE TV

WBKI TV

WDRB TV & WMYO

WFPL(89.3 FM)

WHAS (840 AM)

WHAS 11 TV

WLKY TV



## LOUISVILLE BUSINESS FIRST ARTICLE

The following article was published on March 17, 2021.

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From the Louisville Business First:

<https://www.bizjournals.com/louisville/news/2021/03/17/kipda.html>

# Feedback sought on major Louisville-area transportation plan

Mar 17, 2021, 2:54pm EDT

A major transportation plan affecting multiple counties in Kentucky and Southern Indiana is now under way, and planners will be seeking public feedback multiple times during the process.

The Kentuckiana Regional Planning and Development Agency will host several public comment periods for its Metropolitan Transportation Plan, known as Connecting Kentuckiana 2050.

KIPDA is the region's Metropolitan Planning Organization and is tasked with updating the plan every four years. Its planning area includes Jefferson, Bullitt, and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana.

"KIPDA staff, agency partners, and citizens will utilize the final document, planned for completion in Fall 2023, to implement transportation projects that attain the goals and objectives identified as crucial to improving connectivity for all," the agency said in a statement.

The plan will offer the framework to capture the vision of the community and provide direction and guidance on transportation



D KART/GETTY IMAGES

A major transportation plan affecting multiple counties in Kentucky and Southern Indiana is now under way, and planners will be seeking public feedback multiple times during the process.

needs and projects through 2050.

“The MTP Update will be a community-wide conversation about how best to utilize limited resources,” said Amanda Spencer, director of transportation for KIPDA. “It begins with a better understanding of the issues encountered as people move around our region. Ultimately our goal is to create a unified transportation plan that leads to a brighter future.”

The first comment period is wrapping up this month, and Transportation Planner David Burton said this initial feedback will help the agency craft goals, objectives and issues that will feed into the final version of the plan.

“We are always open for business when it comes to comments,” Burton said. “The more input we have, the better we can do our jobs.”

An interactive map outlining some of the initial feedback lists everything from transit improvements and bike lanes to intersection improvements and traffic calming measures.

Another public comment period is expected this summer and will be followed by project development and creation of a financial plan and impact summary. There will then be two additional public outreach periods in the spring and summer of 2023 before the plan is adopted, according to a timeline of the process.

In addition to seeking out public commentary, Burton said KIPDA has met with or will meet with multiple local agencies and organizations, including area rotary clubs, chambers of commerce, the Jefferson County League of Cities and Louisville Metro Planning & Design, among others.

Projects identified in the MTP are funded through federal allocations, and Burton said KIPDA works closely with state transportation agencies in Kentucky and Indiana and other partners. Examples of previous priority projects include transit improvements on Broadway and Bardstown Road, a new interchange in Bullitt County and local bus rapid transit.

“It’s a complicated process but one that works really well,” he said.

A dedicated website has been created for the public to take the survey, leave comments and pinpoint their transportation issues and concerns. Comments can also be emailed to [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org) or mailed to KIPDA Division of Transportation, 11520 Commonwealth Drive, Louisville, KY 40299.

**Marty Finley**

Reporter

*Louisville Business First*



**KENTUCKIANA REGIONAL PLANNING &  
DEVELOPMENT AGENCY (KIPDA)**

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LOUISVILLE, KY 40299

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[WWW.KIPDA.ORG/TRANSPORTATION](http://WWW.KIPDA.ORG/TRANSPORTATION)



**Agenda Item #10**

**MEMORANDUM**

**TO:** Transportation Policy Committee

**FROM:** Nick Vail

**DATE:** April 8, 2021

**SUBJECT:** Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - Highway Infrastructure Program (HIP) Distribution Proposal

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was signed into law. The bill authorized \$22.9 billion in COVID-19 relief funds including \$10 billion for the Highway Infrastructure Program (HIP). All states received a portion of the HIP funds including Indiana and Kentucky. Both states then sub-allocated a portion of their funds to each Metropolitan Planning Organization (MPO) in their respective state. KIPDA received \$1,262,685 for our Indiana counties and \$7,938,015 for our Kentucky counties.

The eligibility criterion for these CRRSAA-MPO funds is essentially the same as it is for the Surface Transportation Block Grant (STBG) program except that planning studies and programs are not eligible. One important difference between the two states is that the Indiana Department of Transportation (INDOT) is requiring that sponsors provide a 20% local match, while the Kentucky Transportation Cabinet (KYTC) will not require local match which is allowable under the CRRSAA.

Two weeks ago, KIPDA staff discussed the CRRSAA-MPO funding at the Indiana and Kentucky MPO dedicated project review meetings. Staff presented a proposal on how these funds could be distributed. After much discussion, a funding distribution formula was finalized that is weighted equally on sponsor population and the total MPO dedicated funds currently programmed between FY 2021 - 2025.

As the Metropolitan Planning Organization (MPO) for the Louisville, KY-IN Metropolitan Planning Area (MPA), the Transportation Policy Committee (TPC) has the authority to award and manage these Federal funds. If approved, staff would coordinate with project sponsors and then present the proposed funding awards at next month's committee meetings. TTCC did recommend that TPC approve the CRRSAA-MPO funding distribution proposal. Please see the attachments for more information.

**Action is requested to approve the CRRSAA-MPO funding distribution proposal.**

*11520 Commonwealth Drive*  
*Louisville, KY 40299*  
*Phone: 502.266.6084*  
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## **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Proposed Distribution of Highway Infrastructure Program (HIP) Funds**

### **Overview**

KIPDA staff developed a funding distribution formula that is weighted equally between each sponsor's estimated population in 2019 per census.gov and the total MPO dedicated funds currently programmed between FY 2021 - 2025. The amount each sponsor would be eligible to receive can be found in the tables below. The funds must be obligated no later than Fiscal Year (FY) 2024 end. As such, KIPDA's proposal includes the requirement that sponsors program the funds for phases that are scheduled on or before FY 2023, with a potential exception in Indiana. Additionally, the initial intent is to program these funds for existing MPO dedicated projects. There are some nuances that differ between the two states and that information is provided below.

### **Indiana Distribution**

INDOT is requiring that project sponsors provide the 20% local match for the CRRSAA-MPO funds (80%). Sponsors would be able to use their distribution of funds for existing MPO dedicated projects which are typically over-matched in Indiana due to limited funding. If a sponsor does not have a phase scheduled on or before FY 2023 that needs additional funding, then that sponsor may program the funds toward a FY 2024 phase after consulting with KIPDA staff. If for some reason there are still funds available after addressing the existing MPO dedicated projects, then KIPDA would award the remaining funds via a competitive call for projects.

<b>Sponsor</b>	<b>Population</b>	<b>FY21-25 Funds Programmed</b>	<b>CRRSAA Distribution</b>
Clark County	48,618	\$2,114,250	\$223,585
Clarksville	21,558	\$5,615,382	\$248,788
Floyd County	41,679	\$5,392,000	\$306,183
Jeffersonville	48,126	\$0	\$154,371
New Albany	36,843	\$6,613,887	\$329,759
<b>Total</b>	<b>196,824</b>	<b>\$19,735,519</b>	<b>\$1,262,685</b>

### **Kentucky Distribution**

KYTC is not requiring that project sponsors provide local match for the CRRSAA-MPO funds. Sponsors would be able to use their distribution of CRRSAA-MPO funds to supplant MPO dedicated funds currently programmed for their existing projects. The traditional MPO dedicated funds (e.g. STBG-MPO) require a 20% local match. As such, sponsors will collectively save approximately \$1.5M in local match. All traditional MPO dedicated funds that are supplanted will go back into the regional pot of funding for the next call for projects. Sponsors should understand that there is no guarantee of CRRSAA-MPO funds if identified projects are not obligated by FY 2023. If a project sponsor does not obligate their respective CRRSAA-MPO funds by September 30, 2023, then KIPDA staff will work with KYTC to identify an MPO dedicated project with a phase programmed in FY 2024 that is highly likely to be obligated towards the beginning of FY 2024. A decision must be made by November 2023 end; TPC approval would be requested.

<b>Sponsor</b>	<b>Population</b>	<b>FY21-25 Funds Programmed</b>	<b>CRRSAA Distribution</b>
Bullitt County	81,676	\$800,000	\$418,034
Jeffersontown	27,715	\$8,982,409	\$370,707
Louisville Metro	617,638	\$113,385,154	\$5,981,134
Middletown	7,877	\$534,876	\$52,341
Mount Washington	14,817	\$1,750,000	\$118,000
Oldham County	66,799	\$22,480,896	\$915,324
U of L	0	\$3,139,270	\$82,475
Total	821,427	\$151,372,605	\$7,938,015



**Agenda Item #11**

**MEMORANDUM**

TO: Transportation Policy Committee

FROM: Nick Vail

DATE: April 8, 2021

SUBJECT: Administrative Modification 16 of the FY 2020-2025 Transportation Improvement Program

KIPDA has been informed of administrative modifications to be made to the FY 2020-FY 2025 Transportation Improvement Program (TIP). Administrative modifications are changes that are considered relatively minor and no action is required of the MPO Policy Committee.

Qualifying criteria for administrative modifications include the following actions:

- Correcting minor data entry errors.
- Splitting or combining projects without modifying the original project intent.
- Changing or clarifying elements of a project description (with no change in funding). This change would not alter the original project intent.
- Moving a project from one funding category to another.
- Shifting the schedule of a project or phase within the years covered by the STIP/TIP (with no impact to fiscal constraint).
- Adding Planning, Design, ROW or Utilities phases to a construction project that is already included in the STIP.
- Updating project cost estimates (within the original project scope and intent) that do not impact fiscal constraint.
- Adding projects that are considered “grouped projects” that do not require public review, redemonstration of fiscal constraint, or a conformity determination.

The changes to the FY 2020-2025 TIP are being presented to you for your information only. These changes do not affect the fiscal constraint of the Transportation Improvement Program, nor will they affect the progress of other projects in the program.

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## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Modify TIP funding				
Project Sponsor:	Floyd County	KIPDA ID:	2951	State ID:	2100081
County	Floyd	Parent ID:	N/A	Group ID:	2767
Project Name:	Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025		Total Cost Programmed in TIP to date:	\$261,462 <del>\$178,390</del>	
Funding Source:	Bridge		Open to Public Date:	2025	
Description:	Inspect and rate all county bridges in Floyd County.				
Purpose & Need:	Necessary/required inspection of bridges throughout Floyd County.				
FY 20-25 TIP Funding:	<div>FY 2022 Preliminary Engineering phase with Bridge funds: \$76,255 (Federal) + \$19,063 (Other) = \$95,318 (Total) <del>\$71,073 (Federal) + \$17,768 (Other) = \$88,841 (Total)</del></div> <div>FY 2023 Preliminary Engineering phase with Bridge funds: \$66,457 (Federal) + \$16,615 (Other) = \$83,072 (Total) <del>\$5,182 (Federal) + \$1,295 (Other) = \$6,477 (Total)</del></div> <div>*FY 2024 Preliminary Engineering phase with Bridge funds: \$61,802 (Federal) + \$15,451 (Other) = \$77,253 (Total)</div> <div>*FY 2025 Preliminary Engineering phase with Bridge funds: \$4,655 (Federal) + \$1,164 (Other) = \$5,819 (Total)</div>				

\*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.

## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Add project as a child of Bardstown Road Safety Study Implementation - Northern Phase (KIPDA ID 2767) Project meets Group Project criteria				
Project Sponsor:	Kentucky Transportation Cabinet (KYTC)	KIPDA ID:	NEW	State ID:	05-09030.00
County	Jefferson	Parent ID:	2767	Group ID:	N/A
Project Name:	US 31E (Bardstown Rd) Reconfiguration with Safety Improvements		Total Cost Programmed in TIP to date:	\$975,000	
Funding Source:	Highway Safety Improvement Program (HSIP) - State		Open to Public Date:	2022	
Description:	Overlay and restripe US31E (Bardstown Road) to convert from a reversible 4-Lane section to a 3-Lane section between Eastern Parkway and E Broadway and construct curb bump outs, enhanced crosswalks, and other low-cost safety improvements.				
Purpose & Need:	To reconfigure existing roadway to help address safety concerns along existing US 31E (Bardstown Road) between Eastern Parkway and E. Broadway.				
FY 20-25 TIP Funding:	FY 2021 Design phase with HSIP-ST funds: \$45,000 (Federal) + \$5,000 (Other) = \$50,000 (Total)  FY 2022 Construction phase with HSIP-ST funds: \$832,500 (Federal) + \$92,500 (Other) = \$925,000 (Total)				
TIP Action:	Add project as a child of Urbanized Area Capital Funding for Transit (KIPDA ID 585) Project meets Group Project criteria				
Project Sponsor:	La Grange	KIPDA ID:	NEW	State ID:	N/A
County	Oldham	Parent ID:	585	Group ID:	N/A
Project Name:	La Grange Bus Purchase		Total Cost Programmed in TIP to date:	\$69,643	
Funding Source:	Urbanized Area Formula Grants (Section 5307)		Open to Public Date:	2022	
Description:	The City of La Grange will purchase a new 12x2 Cutaway bus to replace an old bus that is past its expected useful life.				
Purpose & Need:	The purpose of this project is to provide public transportation service.				
FY 20-25 TIP Funding:	FY 2021 Transit Capital phase with Section 5307 funds: \$55,714 (Federal) + \$13,929 (Other) = \$69,643 (Total)				

\*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.

## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2627	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 6		Total Cost Programmed in TIP to date:	\$1,729,504 <del>\$1,567,004</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023	
Description:	Construction of a 1.40 mile shared use path system along Southern Parkway between South 3rd Street and Woodlawn Avenue.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: \$130,000 (Federal) + \$32,500 (Other) = \$162,500 (Total)</div> <div>FY 2022 Design phase with STBG-MPO funds: \$402,435 (Federal) + \$100,609 (Other) = \$503,044 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$843,852 (Federal) + \$220,108 (Other) = \$1,063,960 (Total)</div>				

\*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.

## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2628	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 7		Total Cost Programmed in TIP to date:	\$1,892,185 <del>\$1,767,195</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2022	
Description:	Construction of a 1.10 mile shared use path system along Southern Parkway between Woodlawn Avenue and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: \$100,000 (Federal) + \$25,000 (Other) = \$125,000 (Total)</div> <div>FY 2022 Design phase with STBG-MPO funds: \$316,195 (Federal) + \$79,049 (Other) = \$395,244 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</div>				

\*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.

## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Modify TIP funding				
Project Sponsor:	Louisville Metro	KIPDA ID:	2629	State ID:	TBD
County	Jefferson	Parent ID:	1273	Group ID:	N/A
Project Name:	Olmsted Parkways Multi-Use Path System Section 8		Total Cost Programmed in TIP to date:	\$6,068,018 <del>\$5,893,018</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2025	
Description:	Construction of a 2.50 mile road diet system along Southern Parkway between South 3rd Street and New Cut Road.				
Purpose & Need:	To improve and enhance bicycle and pedestrian access opportunities along parkways that extend and link to existing and proposed Louisville Loop.				
FY 20-25 TIP Funding:	<div>FY 2021 Design phase with STBG-MPO funds: \$140,000 (Federal) + \$35,000 (Other) = \$175,000 (Total)</div> <div>FY 2022 Design phase with STBG-MPO funds: \$316,195 (Federal) + \$79,049 (Other) = \$395,244 (Total)</div> <div>FY 2022 Construction phase with STBG-MPO funds: \$1,091,813 (Federal) + \$280,138 (Other) = \$1,371,951 (Total)</div>				

\*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.

## Administrative Modification 16

### FY 2020 - FY 2025 Transportation Improvement Program

**April 22, 2021**

TIP Action:	Modify TIP funding and update the open to public date				
Project Sponsor:	University of Louisville	KIPDA ID:	2150	State ID:	05-08805.00
County	Jefferson	Parent ID:	N/A	Group ID:	N/A
Project Name:	Campus Improvements		Total Cost Programmed in TIP to date:	\$14,757,000 <del>\$14,687,500</del>	
Funding Source:	Surface Transportation Block Grant (STBG) - MPO		Open to Public Date:	2023 <del>2021</del>	
Description:	Roundabout at the Floyd Street and East Brandeis Avenue, intersection and other Belknap Campus improvements to include multimodal improvements at the South 3rd Street and West Brandeis Avenue intersection and along West Brandeis Avenue between South 3rd Street and South 4th Street. Project would provide better connectivity between new university facilities with the main Belknap campus by the creation a multi-modal corridor along West Brandeis Avenue between South 3rd Street and South 4th Street. The proposed multi-modal corridor would improve pedestrian and bicycle safety with the creation of a designated street crossing location and also include geometric improvements to South 3rd Street with the straightening of the turn lane and thru lanes southbound at the West Brandeis Avenue intersection.				
Purpose & Need:	The following needs have been identified for this project: 1) Improve Roadway Safety, 2) Improve Access and Increase Capacity for all vehicle types.				
FY 20-25 TIP Funding:	FY 2021 Design phase with STBG-MPO funds: \$235,600 (Federal) + \$58,900 (Other) = \$294,500 (Total) <del>\$180,000 (Federal) + \$45,000 (Other) = \$225,000 (Total)</del>  FY 2022 Utilities phase with STBG-MPO funds: \$750,000 (Federal) + \$187,500 (Other) = \$937,500 (Total)  FY 2022 Construction phase with STBG-MPO funds: \$1,500,000 (Federal) + \$375,000 (Other) = \$1,875,000 (Total)				

\*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.